THE Bombay Gazette.

AND INDIAN DAILY NEWS.

No. 5,425, NEW SERIES.] BOMBAY: MONDAY, NOVEMBER 10, 1862. [Annual Subscription in advance...Rs. 5

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Bombay, November 7th 1862.

FOR LIVERPOOL.

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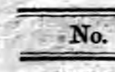
Bombay, 8th November 1862.

FOR LONDON.

To sail about the 20th December. Will call on the Coast if sufficient inducements offer.

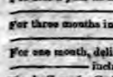


MESSRS. T. & W. Smith's Fine Ship GOSFORTH, ALEXANDER SHAW, Commander, carries an experienced Surgeon, and has excellent accommodation for passengers. Apply to Captain SHAW, or to

GREY & Co.

Bombay, 8th November 1862.

STEAM COMMUNICATION TO SUEZ.



THE Peninsular and Oriental Steam Navigation Company's Screw Steam-Ship BEHAR, (1,600 Tons and 350 H.P.,) Captain G. S. BROOKS, will be despatched for Aden and Suez on WEDNESDAY, the 12th November, at 8 P.M., carrying Mails and Passengers for England.

Last Shipping day, Monday, the 10th instant, after which no Cargo will be received on board.

THOMAS BLACK, Superintendent.

P. & O. S. N. Company's Office,
Bombay, 3rd November 1862.

N.B.—Parcels will not be received in this Office under any circumstances after 1 P.M., on the 10th instant.

Shippers of Cargo on the Company's Black Bills of Lading are particularly requested to note the terms and conditions of these Bills of Lading with reference to the transhipment and forwarding of Cargo, with a view to the adequateness of their Insurance Policies in respect of the same.

Steam Communication to Point de Galle, Penang, Singapore, and Hongkong.

THE Peninsular and Oriental Steam Navigation Company's Screw Steam-Ship MALTA, (1,900 Tons and 500 H.P.,) Captain H. W. KING, will be despatched for the above Ports on FRIDAY, the 14th November, at 9 A.M., from Mazagon, taking also Cargo and Passengers for Madras and Calcutta.

Last Shipping day, Tuesday, the 11th instant. No brokerage will be allowed on any Chest of Opium not in the Ship on the 11th instant.

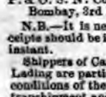
THOMAS BLACK, Superintendent.

P. & O. S. N. Company's Office,
Bombay, 3rd November 1862.

N.B.—It is necessary that Bills of Lading and Receipts should be in Office by noon of Thursday the 13th instant.

Shippers of Cargo on the Company's Black Bills of Lading are particularly requested to note the terms and conditions of these Bills of Lading with reference to the transhipment and forwarding of Cargo, with a view to the adequateness of their Insurance Policies in respect of the same.

FOR MALABAR COAST AND BACK.



THE Calcutta and Burmah S. N. Company, (Limited,) will despatch the S. S. CORINGA, on the 15th November, to Beypore, calling at the Intermediate Ports, and returning immediately. They will continue to despatch steamers on or about 15th and 28th of each month until further notice.

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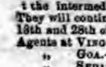

THE Calcutta and Burmah Steam Navigation Company "Limited," will despatch the S. S. TILLY, to Kurrachee, with Mails and Passengers, 12 hours after the arrival of the Overland Mail.

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FOR KURRACHEE.

(Touching at Veraval, Mangarole, Porebunder, and Cutch, and Back.

THE new and fast sailing Screw Steamer TAPTEE, THOMAS ELLIS, Commander, recently arrived from England, has very superior accommodation for First Class Passengers, and will be despatched for the above Ports, on WEDNESDAY, the 12th instant.

For Freight of Goods, Specie, and Passengers, apply to the Manager, opposite to Kavakhana's Lane, Bazaar Gate Street, Fort.

FOR SURAT.

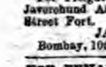
THE fast-sailing first-class Steam-ship MANCHESTER, C. W. MCDONALD, Commander, was lately repaired extensively and efficiently in Her Majesty's Dockyard under the supervision of Government Officers; her Engines have been thoroughly repaired and refitted with a new Boiler, and has excellent accommodation for first-class Passengers, will leave for the above Port, TO-MORROW TUESDAY, the 11th instant, at 3 P.M. positively.

For Freight and Passage, apply at the Office of Javerchund Atmaram, Kalaparakwalla, Bazar Gate Street Fort.

JAVERCHUND ATMARAM, Manager.

Bombay, 10th Nov. 1862.

FOR PENANG, SINGAPORE, HONGKONG AND SHANGHAI.



THE well known and Fast Sailing A 1 Steam Ship ARRATOON APCAR, Captain H. D. SMITH, will be dispatched for the above Ports on the 25th instant, for freight of Opium, &c. &c. apply to

CASSUMBHOY NATHABHOY, SONS & Co.
21st November 1862.

FOR KURRACHEE.

THE Bombay Steam Navigation Company will despatch the Screw Steamer SCINDIAN, to the above port, on SATURDAY, the 15th November, at 5 P.M. positively.

For Freight, Passage, &c., apply at the Company's Office, No. 2, Medow Street.

NUSSERWANJEE D. BADHURJEE,
Manager B. S. N. Co.

Bombay, S. N. Co.'s Office, 6th November 1862,

FOR KURRACHEE.

(If sufficient inducement offers to Persian Gulf)

THE Bombay Steam Navigation Company will despatch the Screw Steamer PIONEER, as above on THURSDAY, the 20th November, at 11 A.M. positively.

For Freight Passage, &c., apply at the Company's Office, No. 2, Medow Street.

NUSSERWANJEE D. BADHURJEE.
Manager B. S. N. Co.

Bombay, S. N. Co.'s Office, 6th Nov. 1862.

FOR GOGO AND SURAT.

THE new and fast-sailing well-known Screw Steamer MAHARAJ, J. KIDDER, Commander, has very superior accommodation for first-class Passengers, and will be despatched for the above ports, TO-MORROW, TUESDAY, the 11th inst.

For Freight of Specie apply to

EDULJEE FRAMJEE & Co.,
Bombay Green.

FOR SURAT AND GOGO.

THE well-known and fast-sailing Steamer SIR J. R. CARNAC, T. VAN WELLEN, Commander, will leave for the above Ports, TO-MORROW, TUESDAY, the 11th instant, at 3 o'clock P.M. precisely.

It is requested that Passengers will not go on board without a shipping order from the office.

For Freight or Passage, apply at the Office, Bazar Gate Street, Fort.

FOR SURAT.

THE new and fast-sailing well-known Screw Steamer TELEGRAPH, Captain J. A. SHEPHERD, will be despatched to Surat, THIS DAY, MONDAY, the 10th instant., at 6 P.M. precisely. For first-class Passage, apply to

Messrs. MANOCKJEE LIMJEE & Co.,
below Messrs. Leckie & Co., Rampart Row.

For deck passage and freight apply to the Manager, at the Steamer's Office, Bazar Gate Street.

Bombay, 10th Nov., 1862.

FOR SURAT.

THE new and well-known Steamer MOUNTSTUART ELPHINSTONE, R. TAUNTON, Commander, will start for the above Port, on WEDNESDAY the 12th Nov., at 1 P.M. positively.

For Freight or Passage apply at the Steamer's Office, next to Bazar Gate.

Bombay, 10th Nov. 1862.

Notices.

NOTICE IS HEREBY GIVEN, that the power and authority of MR. JOHN FELIX PHILLIPS to sign our firm by procuration at Kurrachee has ceased from the 1st instant.

DOSSABHOY CURSETJEE & Co.

Bombay, 7th November 1862.

ADVERTISEMENT.—It having been determined to dissolve the Indian Navy Club on the 30th November 1862, all persons having claims against that Institution, are requested to submit the same for adjustment within twenty days from the date hereof.

All persons indebted to the Club will be good enough to liquidate the amount of their Bills as speedily as possible.

N. B. WORSLEY, Secretary.

Indian Navy Club, 1st November 1862.

NOTICE.—PROBATE of the last Will and Testament of the late Mr. ANDREW BRUCE BOSWELL having been granted by the High Court of Judicature at Bombay, to Mr. ALEXANDER LESTER and Mr. EUGENE LEGGETT; all persons having any claims upon the Estate are hereby required to make known the same, and all persons indebted to the said Estate are required to pay the amounts of their respective liabilities to the said Mr. ALEXANDER LESTER, at his residence, in Nesbitt Lane, Fort, Bombay.

THE MANOCKJEE PETIT'S SPINNING AND WEAVING COMPANY.—The Directors having made a Ninth Call, the Shareholders of the above Company are requested to pay in at the Office of the Company, on or before WEDNESDAY, the 10th December next, Rs. 100 per share.

Interest at the rate of 12 per cent, per annum, will be charged on all Calls paid within one month after that date; after the expiration of that period the Shares will be liable to forfeiture.

By order of the Board of Directors,
PESTONJEE DADABHOY, Secretary.

Bombay, 6th Nov. 1862.

GREAT INDIAN PENINSULA RAILWAY COMPANY.

TENDERS FOR COKE.

NOTICE IS HEREBY GIVEN, that the Directors are prepared to receive Tenders for the supply of (5,000) Five Thousand Tons of Coke suitable for Locomotive purposes, to be delivered at the Company's Depôt, Byculla, at the rate of not less than (500) Five Hundred Tons per month, commencing from the 1st June 1863.

Forms of Tender (on which only Tenders will be received) may be obtained on application at this Office, on and after the 23rd October instant.

Tenders, sealed up and marked outside "Tender for Coke" must be lodged at this office, by 12 o'clock at noon, on Wednesday the 7th January 1863.

The Directors do not undertake to accept the lowest or any Tender.

By order,
W. R. HOARE, Secretary.

Secretary's Office, Byculla, 20th October 1862.

NOTICE IS HEREBY GIVEN, that TAHAIR BOO MULECKJEE, widow of Borah Abdool Rahim Absdeen, has contracted to sell to SHA CHUTTOORBHOOJ ASSARIA, all that Piece or Parcel of Land or Ground with the Chawl or Dwelling House and premises standing thereon, situate outside the Fort, in Shamsjee Apajee Street, and assessed under No. 17, and bounded on the North by the Public Road, on the South by the House of Rahunbhai Alloobhai, on the East by Shamajee Street, and on the West by the House of Vullee Mahomed Ulwance, all persons having claims on the said property, by mortgage, Inheritance or otherwise, are requested to make the same known within thirty days from the date hereof, to Mr. CUMROODEEN TYABJEE, Solicitor for the purchaser, at his Office, No. 16, Apollo Street, within Fort, otherwise the purchase will be completed, and all claims preferred thereafter will be considered as null and void.—Dated, this 1st day of Nov. 1862.

A NEW WORK.

LIGHTS AND SHADES OF THE EAST.

DEDICATED TO THE HONORABLE SIR BARTLE FRERE, K.C.B., GOVERNOR OF BOMBAY.

LIGHTS AND SHADES OF THE EAST, by FRAMJEE BOMANJEE (late of the E. College):—This Work, to be nearly of the size of Dr. Russell is "Diary in India," 403 pages or upwards, 8vo. and neatly cloth-bound, is now being printed at the *Alliance Press*, Bombay, and will be out about the close of the next month. The MS. has been looked over, with a view to judge of its merits, by more than one well-known English scholar, and been pronounced as the result of "a great deal of thought," &c. It is an *earnest* exposition of the Native character in its *social, moral,* and *intellectual* aspects, which as yet has been felt a desideratum, and in which, while treating of the life and career of BABOO HARRISCHANDER, the late Editor of the *Hindoo Patriot*—to whose memory Natives of all parts of India, and even Englishmen of rank and position at Calcutta, have resolved on erecting a monument, the Author analyses the sources of his success, traces how far these are wanting among the majority of the rising generation of India, and points out how the character of the young Indian Student may be completely formed and ameliorated. He next discusses the best means of regenerating the mass of the people; and then passes to a dissertation on "Civilisation," with a view to show that the future Civilisation of the World will take its rise from Indian soil.

With a view to give the *most general* idea of the Work, the principal heads of the contents are published and may be seen at any of our Libraries.

The price of each copy of the book will be either Four or Five Rupees.

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COMMERCIAL.

BOMBAY DAILY BILL, SHARE, STOCK, AND FREIGHT LIST.

BOMBAY GAZETTE OFFICE,
Monday, 10th November 1862.

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COCHIN MARKET REPORT.

(From the Cochin Courier, November 1.)

COCOANUT OIL.—There has not been much change in the Oil market during the week, and we allow our previous quotation to stand. Some time contracts have been entered into at Rs. 98. The supply now coming forward is on the increase, and as the harvest operations are nearly over, and the weather somewhat fine, we may look for large deliveries.

COIR YARN.—No change has taken place. Mixed qualities are being purchased at from Rs. 45 to 55 and the demand has been pretty brisk.

COFFEE.—We are not aware of any Plantation crops being in the market, Rs. 32 was the last price paid. For Native Wynaad contractors demand Rs. 31 f. o. b., but no transactions at that figure have been reported.

In other produce we have nothing particular to notice.

FREIGHTS.—The *Elizabeth Ann* has arrived after rather a long passage from Galle, but her cargo had been previously arranged, so there is no open room for Oil in the harbor and tonnage is wanted. The *Magna Bona* is expected immediately and will be laid on for London.

COTTON.—From Tinnevelly we have advices to 25th instant. There had been little doing in the Cotton market, a contract for 300 Candies had been made at Rs. 235. Deliveries were progressing rather slowly on account of the unfavorable state of the weather in the interior.

The *Franc de Paul Amerain* had sailed removing 1289 bales, which bring the exports for the season up to 60,132½ bales. The *Captain Cook* was the only vessel loading. The *Duke* from Bombay was daily expected.

EXCHANGE.—The following are the quotations to-day:—

On Bombay, sight	Rs.	0	14	0 per cent.
3 days' sight	"	1	0	0 "
16 days' sight	"	1	4	0 "
Madras, sight	"	0	12	0 "
3 days' sight	"	0	14	0 "
30 days' sight	"	1	8	0 "
Colombo, 3 days' sight	"	1	8	0 "
16 days' sight	"	1	14	0 "
London, 6 mths' sight	"	2s. 1½d. documts.		
6 mths' sight	"	2s. 1¾d. Credits.		
Sight	"	2s. 0¼d.		

PRICES OF GOVERNMENT SECURITIES.—By Telegraph from Madras.

5½ per cent. 112
5 " do. 105
4 " do. 93½

BANKS.

ORIENTAL BANK CORPORATION.

BOMBAY AGENCY.

EXCHANGE.

THE CORPORATION grant Drafts on London on Demand, and at from one day to six months' sight, and Drafts on Scotland and Ireland on demand; also Circular Notes negotiable in Egypt, Syria, the Continent of Europe, New Zealand, the Cape of Good Hope.

The Current rates of Exchange are:—

On London at 6 months' sight	2s. 0¾d.	per Rupee.
" 4 do.	2s. 0¾d.	do.
" 3 do.	2s. 0¾d.	do.
" 2 do.	2s. 0¾d.	do.
" 1 do.	2s. 0¾d.	do.
" on demand	2s. 0¾d.	do.
On Scotland do.	2s. 0¾d.	do.
On Ireland do.		
On Paris, at 3 days' sight	1s. 11¾d.	do.

Circular Notes payable throughout Europe 1s. 11¾d. do.

No Drafts at six months' sight are granted for sums under £50. Sums under £20 are only drawn for on Demand.

Drafts are also granted on Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

The Corporation purchase or collect Bills payable in Europe or in Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

DEPOSITS.

The Corporation receive Deposits on the following terms:—

Repayable on demand, in sums of Rs. 100 and upwards ..... 2 per ct. per annum.
Do. in one sum, at 3 months' notice ..... 3 " "
Do. do. 6 do. ..... 4 " "
Do. do. 12 do. ..... 5 " "

No interest allowed on Deposits under Rs. 1,000, nor on deposits over Rs. 50,000, *unless by special arrangement.*

REMITTANCE.

The Corporation undertake to remit money to Europe by each Overland Mail, free of charge.

Parties are requested to make all Orders or Hoondies payable to "*The Oriental Bank Corporation or Order,*" and to state distinctly the name and address of the person to whom the Remittance is to be made, *(if to a Lady, her Christian name or names in full,)* and the sight at which the Bills are to be drawn.

COMMISSION.

The rate of Commission charged by this Agency on the purchase or sale of Government Securities negotiable in Bombay, is ¼ per cent. on the amount invested or realized, and on the collection of Bills, one per cent. and Postage.

The Corporation take charge of Government Paper, Shares in the Bank of Bombay, and other local Stocks, free of all charges, and will draw Interests and Dividends on the same as they fall due, on the following terms:—

If to be remitted through the Corporation ..... Without charge
If to be paid in India, a Commission will be charged of ..... ¼ per cent.
On returning Government Paper out of safe custody ..... ¼ per cent.

Hours of business ..... 10 to 4 o'clock.
Saturday ..... 10 to 1 do.

KURRACHEE SUB-AGENCY.

Messrs. Finlay and Co. will grant Drafts on the Corporation and negotiate Bills payable in London and Bombay.

Bombay, 1st November 1862.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

EXCHANGE.

THE Bank grants Drafts on London, and on Scotland and Ireland, also Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe, at the following current rates of Exchange:—

On London, at 6 months' sight	2s. 0¾d.	per Rupee.
" 4 do.	2s. 0¾d.	"
" 3 do.	2s. 0¾d.	"
" 2 do.	2s. 0¾d.	"
" 1 do.	2s. 0¾d.	"
" On demand	1s. 11¾d.	"
On Scotland do.	1s. 11¾d.	"
On Ireland do.	1s. 11¾d.	"

Circular Notes for the use of Travellers on the Continent and to Europe, Overland, at 1 day's sight ..... 1s. 11¾d. "

Drafts at 6 months' sight are not granted for less than £50 and amounts under £20 are only drawn for payable on demand.

The Bank also purchases Bills and grants Drafts payable in Calcutta, Madras, Ceylon, Hongkong, Canton, Shanghai, Singapore, Penang, and Mauritius.

Bills collected at any of the above places at a uniform charge including postages, of one per cent.

INTEREST ALLOWED.

On Current Accounts ..... 2 per cent.
On Deposits payable on demand, subject to a commission of ¼ per cent. on amounts withdrawn 4 "
Deposits for 3 months ..... 4 "
Do. do. 6 do. ..... 5 "
Do. do. 12 do. ..... 6 "

No interest allowed on Current Account Balances under Rs. 1,000 on Deposits over Rs. 50,000, unless by special agreement.

No cheques paid or cash received under Rs. 20.

COMMISSION.

The Bank takes charge of Government Securities, shares in Banks and other Companies, without charge, and realizes Interest and Dividends thereon on the following terms:—

If to be remitted in the Bank's Drafts, without charge.
If to be paid in India, a Commission will be charged of ¼ per cent.
On returning Government Paper, or Share Certificates out of safe custody, or when sold, on paying the proceeds of such sale in India, a commission will be charged of ¼ per cent. But if proceeds are remitted on the Bank's Drafts, without charge.
Commission charged on purchase and sale of Government Securities and Shares ¼ per cent.

R. D. FREBLES,
Bombay, 21th Oct. 1862. Acting Agent.

CENTRAL BANK OF WESTERN INDIA.

INTEREST ALLOWED.

ON Current Deposit Accounts above Rs. 1,000, and not exceeding Rs. 50,000, repayable on demand, at 2 per cent. per annum.

On Deposits for 3 months certain 3 per cent per annum.
Do. " 6 " " 5 " "
Do. " 12 " " 6 " "

EXCHANGE.

Bills on London, at 6 months' sight 2s. 0¾d. per Rupee.
Ditto at 4 ditto 2s. 0¾d. do.
Ditto at 3 ditto 2s. 0¾d. do.
Ditto at 2 ditto 2s. 0¾d. do.
Ditto at 1 ditto 2s. 0¾d. do.
Ditto sight ditto 1s. 11¾d. do.

Drafts at 6 months' sight are not granted for less than £50, and amounts under £20 are only drawn for payable on demand.

COMMISSION.

On the sale or purchase of Government and other Securities 5 per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account or remitted home in the Bank's Bills, also without charge.

On Interest, or Dividends, or on proceeds of Securities by Sale, ¼ per cent. commission charged, if the amounts be paid in India, if remitted home by the Bank, no commission charged.

On returning Securities out of safe custody ¼ per cent. Commission.

Hours of business ..... 10 A.M. to 4 P.M.
Saturdays ..... 10 A.M. to 1 P.M.

EDWIN HEYCOCK,
Bombay, 20th Oct. 1862. Manager.

THE AGRA AND UNITED SERVICE BANK, LIMITED.

ESTABLISHED IN INDIA 1833.
Incorporated by Royal Charter.

HEAD OFFICE ..... LONDON.
BRANCHES AT CALCUTTA, BOMBAY, MADRAS, AGRA, LAHORE, KURRACHEE, UMRITSUR, SHANGHAI, HONG-KONG, EDINBURG and SYDNEY.
SUBSCRIBED CAPITAL, £2,000,000 (TWO MILLIONS STERLING.)
PAID-UP CAPITAL, £1,000,000 (ONE MILLION STERLING.)
RESERVED FUND, £200,000 (TWENTY LAKS OF RUPEES.)

THE BOMBAY MANAGER of the AGRA AND U. S. BANK, LIMITED, is authorised to draw on the undermentioned Establishments:—

THE LONDON & WESTMINSTER BANK.
THE ROYAL BANK OF SCOTLAND (and Branches).
THE NATIONAL BANK OF SCOTLAND (and Branches).
THE NATIONAL BANK OF IRELAND (and Branches.)

THE BOMBAY BRANCH, makes advances on the pledge and deposit of Government Paper, and Loans are granted to Officers in the services on approved Security, and to Regiments for Regimental purposes.

The Bank grants Circular Notes negotiable in Egypt and the Continent of Europe. The following are the current rates of Exchange:—

On London at 6 months' sight	2s. 0¾d.	per Rupee.
" 4 months' sight	2s. 0¾d.	do.
" 3 months' sight	2s. 0¾d.	do.
" 2 months' sight	2s. 0¾d.	do.
" 1 month's sight	2s. 0¾d.	do.
" On demand		
On Scotland do.	2s.	do.
On Ireland do.		
Circular Notes	1s. 11¾d.	do.

The London General Manager will generally, if desired, be prepared to discount the Bank's Bills at the current rate of the day.

The Bank purchases Bills and grants Drafts payable at Calcutta, Agra, Madras, Lahore, Kurrachee, Umritsar, Hong-Kong, Shanghai, and Sydney.

INTEREST ALLOWED.

1. On Floating, or Current Deposits, payable on demand of not less than Rs. 1,000 or more than Rs. 50,000 2 per cent. per annum.

2. On Fixed Deposits at 3 months' notice, 3 per cent. per annum.

3. On Fixed Deposits at 6 months' notice, 4 per cent. per annum.

4. On Fixed Deposits at 12 months' notice, 5 per cent. per annum.

Fixed Deposits may generally be availed of for the Bank's Bills on London without notice.

Notice of withdrawal can be given at the time of depositing the money, or always time thereafter.

Interest is credited to Deposit accounts half-yearly.

No Interest allowed on Current Account Balances over Rs. 1,000 or over Rs. 50,000, unless by special agreement.

The Funds of all public bodies connected with the Services and of such other Societies as the Directors may consider eligible for the same privilege, will be received by the Bank at its highest rate of interest for the time being, subject to modified conditions.

The Bank reserves to itself the right of paying off all interest Deposits, and of modifying the terms thereof, on giving one month's notice.

Parties making remittances to the Banks should specify distinctly the Account or Accounts to which the same are to be credited. *Accuracy in this respect is particularly desirable.*

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies without charge, and realizes the Interest and Dividends, for which a charge will be made of ¼ per cent.

On returning Government Paper or other Securities out of safe custody, a charge will be made of ¼ per cent.

On the purchase or sale of Government Securities and Bank or other Stock, ¼ per cent.

To obviate disappointment to parties at a distance purchasing the Bank's Bills on England, which might reach them too late for despatch by first Mail, it is hereby notified that the Bank will, whenever so requested, transmit the first of Exchange direct, on being furnished with the correct address of the party at Home to whom the remittance is to be sent.

All Orders or Hoondies should be made payable to the Manager of the Agra & U. S. Bank, Limited, or order, and the letters enclosing them should state distinctly the name of the person to whom the Remittance is to be made *(if to a Lady her Christian name or names in full,)* and the sight at which the Bills are to be drawn.

NOTICE.—The Bank will obtain registery of Promissory Notes of the several Loans of the Indian Government, and enfacement for payment of the Interest in London.

Drafts for interest on such Government Promissory Notes, on the Treasuries of Calcutta and Madras, will be received for encashment at current rates of Exchange, or for realization in India, at the Head Office of the Bank in London, where constituents can also deposit their securities for safe custody.

Parties are requested to address "*The Manager of the Agra and United Service Bank, Limited, Bombay,*" and to make all orders or Hoondies payable to him.

A Branch of the Bank has been lately established at Sydney, New South Wales (Mr. Alexander Campbell, Manager) for the transaction of business in all its Branches.

JOHN CARDNO,
Bombay, 6th November 1862. Manager.

CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER.
Head Office—No. 20, Threadneedle St., London.
Paid up Capital—£644,000.
London Bankers—The Bank of England, The City Bank.
Branches and Agencies at Bombay, Calcutta, Singapore, Hongkong, and Shanghai.

BOMBAY AGENCY.

EXCHANGE.

THE Bank's Agency in Bombay grants Bills Exchange on THE CITY BANK, London, at the following rates, viz.:—

6 months' sight (not under £50) at 2s. 0¼d.	per Rupee.	
4 Do. at 2s. 0¼d.	"	
3 Do. at 2s. 0¼d.	"	
2 Do. at 2s. 0¼d.	"	
1 Do. at 2s. 0¼d.	"	
Sight at 1s. 11¾d.	"	

DEPOSITS.

Interests is allowed on CURRENT ACCOUNTS at 2 per cent. per annum, on the daily balance, and on Fixed Deposits, as follows:—

Repayable in one sum, at 3 months' notice, 3 per cent.
Do. 6 do. 5 "
Do. 12 do. 6 "

No Interest allowed on Current Account Balances under Rs. 1,000 nor on Deposits above Rs. 50,000, unless by special arrangement.

REMITTANCE.

The Bank's Agency undertakes to realise Drafts or Hoondies on the Presidency without charge, for remittance to Europe in the Bank's Bills on the City Bank, London.

All Drafts, or Hoondies, forwarded for realisation, to be made payable to the Chartered Bank of India, Australia, and China, or order.

COMMISSION.

On the sale or purchase of Government Paper, Bank Stock and other Securities ¼ per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account or remitted home in the Bank's Bills.

On Interest or Dividends, or proceeds of Securities by sale, ¼ per cent. if the amounts be paid in India, if remitted home by the Bank, no charge.

On delivering up of Securities, deposited for safe custody, 14 per cent.

Office hours 10 A.M. to 4 P.M.; Saturdays 10 A.M. to 1 P.M.

ANTHONY MORRISON,
October 6th, 1862. Agent.

COMMERCIAL BANK OF INDIA.

HEAD OFFICE, BOMBAY.

INTEREST ALLOWED.

ON Current Deposit Accounts above Rs. 1,000 and not exceeding 50,000, repayable on demand. 2 per ct. per ann.
Fixed Deposits for 6 months ..... 5 do. do.
Ditto Do. 12 do. ..... 6 do. do.
Cheques paid, or Cash received, under Rs. 20.

CASH CREDITS.

On Government Securities ..... 9 per cent.
On other Securities ..... 10 do.

EXCHANGE.

Bills on London, at 6 months' sight ..... 2s. 0¾d. per Rupee
Ditto 3 ditto ..... 2s. 0¾d. do.
Ditto 2 ditto ..... 2s. 0¾d. do.
Ditto 1 ditto ..... 2s. 0¾d. do.
Ditto on demand ..... 2s. 0¾d. do.

COMMISSION.

On the sale or purchase of Government Paper, Bank Stock, and other Securities, ¼ per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account, or remitted home in the Bank's Bills, also without charge.

On Interest, or Dividends, or on proceeds of Securities by sale ¼ per cent. commission charged, if the amounts be paid in India; if remitted home by the Bank, no commission charged.

On returning Securities out of safe custody, ¼ per cent commission.

Hours of business ..... 10 to 4 o'clock.
Saturdays ..... 10 to 1 do.

ROBERT ANGUS,
Bombay, 1st November 1862. Manager.

SHIPPING.

BOMBAY.

Arrivals.

DATE.	SHIPS.	COMMANDERS.	FROM
Nov. 7	Lord Brougham	Harling	Glasgow 15 June.
8	Governor Higginson (s)	Beyts	Cochin 4 Nov.
	Arratoon Apcar (s)	Sajidt	Calcutta 29 Sept.
	Victoria (s)	Sarls	Calicut 4 Nov.
	Taptee (s)	Ellis	Cutch 4 Nov.
	Louisa	Boyle	Cape Town 5 Sept.
9	Maharaj (s)	Kidder	Surat 8 Nov.
	Heradeo de Lezamo (s)	Antonia	Goa 5 Nov.
	City of Carlisle	Pentreath	London 16 July.

INTELLIGENCE.—Per ship *City of Carlisle*, from London.—On the 22nd of October, spoke the ship *Rosalie*, from Liverpool to Bombay, Lat. 1-15 S., Long. 66-42 E.

Departures.

DATE.	SHIPS.	COMMANDERS.	TO
Nov. 8	Bombay Castle (s)	Wadge	China.
9	Ba the Feure	Nacoda	Aden.
	Victoria Bridge	Penington	Liverpool.
	Governor Higginson (s)	Beyts	Demsun.

PASSENGERS ARRIVED.

Per Steamer *Governor Higginson*, from Cochin.—Mitchell, Esq.; Captain Cox; Captain Way and family; Major Li-kie and lady; Major Smith and lady; Captain Pace; Major Gregory; W. C. Hinton, Esq.; J. Hunter, Esq.; Er Dalbuisah and 80 natives.

Per Steamer *Arratoon Apcar*, from Calcutta.—Messrs Bounajee Muncherjee; Pestonjee Cursetjee; Garabell Apcar; Jacob Davis and 33 natives.

Per H. M.'s Steamer *Victoria*, from Calicut.—J. A. Key, Esq. I. N. and family; D. Lauchlan, Esq. and family and Lieut. Bennett, B. A. and family.

Per Steamer *Taptee*, from Cutch.—Mr. Thomas Angle and 59 natives.

Per Ship *Louisa*, from Cape Town via Cochin.—Mr. Bowman and Mr. Simpkins.

Per Steamer *Maharaj*, from Surat.—Mr. and Mrs. Cameron; Major Cooper; Mr. Russell and 59 natives.

Per Portuguese Steamer *Barade de Bazarim*, from Goa.—6 Portuguese.

PASSENGERS SAILED.

Per Steamer *Governor Higginson*, to Dumaun.—The Hon'ble Rustomjee Jamsetjee and family with suit.

Per Ship *Bartle Frere*, to Aden.—85 adults.

Commenced Loading.

The following vessels began to load on Saturday last:—
Ship *Naval Brigade*, for Cochin.
Ship *Talavera*, for Liverpool.

DAILY EXPORTS.

BOMBAY, SATURDAY, 8TH NOVEMBER 1862.

For London.

Wings of the Wind.—50 bales Cotton, 175 cwt., Volkart Brothers; 1 bale Senn Leaves, 3½ cwt., Byramjee Nanabhoy Framjee and Co.

Edmond Kay.—600 packages Wet Dates, 675 cwt., Woosmon Voyadina.

Gloriana.—6 bales Cow Hides, 32 Corges Ebram Dada; 76 bales Cotton, 268 cwt., B. F. Cama.

For Liverpool.

Queen of the West.—100 bales Coir Yarn, 250 cwt., Dadajee Purseotum; 25 bales Old Rags, 87½ cwt., Jooma Natha.

Oriental.—125 bales Cotton, 437½ cwt., Bharmull Purbutt and Co.

Norwood.—110 bales Cotton, 385 cwt., Goculdass Cullianjee and Co.

Jakerman.—110 bales Cotton, 385 cwt., Goculdass Cullianjee and Co.

War Cloud.—50 bales Wool, 150 cwt., Gourdhundass Pursotumdass; 50 bales Wool, 150 cwt., Gunsy Trekum; 500 bales Cotton, 1,750 cwt., John Tanner, and Co.

Howdon.—50 bales Wool, 150 cwt., Lalljee Runchord; 4 bales Cotton, 14 cwt., Khutow Sewjee.

Sydney Eggers.—75 bales Wool, 225 cwt., Mooljee Morarjee; 500 bales Cotton, 1,625 cwt., Manockjee and Muncherjee Hirjee and Co.; loose Bones, 100 cwt., Edward Bates, and Co.

Flower of the Forest.—75 bales Cotton, 262½ cwt., C. Mascarenhas and Co.; 489 bundles Linseed 244½ cwt., Fulcher and Co.

Rowantree.—200 bales Cotton, 700 cwt., William Nicol, and Co., 200 bales Cotton, 600 cwt., S. Burstall and Co.; 26 bales Cotton, 91 cwt., Manockjee and Muncherjee Hirjee and Co.

Aaron Browne.—100 bales Cotton, 300 cwt., D. Byramjee and Co.; 200 bales Cotton, 700 cwt., Lawrence, and Co.

Glen Monarch.—175 bales Cotton, 612 cwt., Jugjeevun Hemjee.

James Smith.—33 bales Cotton, 115 cwt., Gangjee Nurput; 150 bales Cotton, 525 cwt., Jugjeevun Hemjee; 43 bales Cotton, 150 cwt., Mulljee Sewjee.

G. H. Holt.—500 bales Cotton, 1,750 cwt., Cursetjee Furdoonjee; 29 bales Wool, 87 cwt., Soonda Ragowjee.

Talavera.—350 bales Cotton, 1,225 cwt., Coupland, and Co.

Missouri.—20 bales Cotton, 60 cwt., D. Byramjee, and Co.

For Southampton.

Steamer *Behar.*—27 chests C. Shawls, 265 pieces Ameerchund Curumchund; 6 chests C. Shawls, 81 pieces Myadass Ramchund; 1 chests C. Shawls, 13 pieces Daveedass Churuudass; 1 case Gold Watch, Blackwell, and Co.

For Havre.

Victoria.—55 bales Cotton, 192 cwt., Morarjee Cursondass.

For Hongkong.

Steamer *Bombay Castle.*—27 chests M. Opium, 139 lbs. each, Ruttonjee Eduljee; 10 chests M. Opium, 139 lbs. each, Framjee Byramjee Mehta; 3 chests M. Opium, 140 lbs. each, Govindrow Hurdutroy; 10 chests M. Opium, 140 lbs. Ebram Noordin and Co.; 62 chests M. Opium, 140 lbs. Eduljee Framjee and Co.; 1 box Silver Coin, Khan Mohmed Habib.

For Calcutta.

Steamer *Malta.*—1 case Corals, Dossabhoy Cursetjee; 1 package Books, Volkart Brother.

MILITARY.

BOMBAY.

ARRIVALS.—NOVEMBER 8.

Pace, Captain W. N. 6th Regt. M. N. I., on leave, from French Rocks.

Cox, Captain, 1st Regt. M. N. I., to join, to Madras.

Peyton, Captain, 23rd Regt., to join, from Belgaum.

Way, Lieut. Col., Staff Corps, on leave, from Samuel Whober.

Lickie, Major G. A., Staff, on leave, from Belgaum.

Gregory, Bt. Major F. W., H. M.'s 44th Regt., on leave, from Belgaum.

Turnbull, Surgeon G., 6th Dragoons, on leave, from Mhow.

Tanner, Col. R. N., 38th Regt. M. N. I., on leave, from Secunderabad.

Hinton, Ensign W. C., 91st Regt. to join, from England.

Dickinson, Lieut. E. H., 19th Regt., to join, from England.

Holland, Captain T. J., Assistant Quarter Master General, on duty, from Poona.

DEPARTURES.—NOVEMBER 8.

Rawlins, Captain A. M., H. M.'s 95th Regt., to join, to Poona.

Belder, Assistant Surgeon J. W., Army Medical Staff, on duty, to Poona.

GARRISON ORDERS.

BY BRIGADIER J. LIDDELL, C.B.

Bombay, Saturday, 8th November 1862.

1. Thursday will be the holiday for the ensuing week.

2. The Committee of survey for the ensuing week will be composed as follows:—

One Subaltern 18th Regt. N.I., one Subaltern 33rd Regt. and the Quarter Master 18th Regt. N. I.

The Senior to sit as President.

3. The European Garrison Court Martial, of which Lieut.-Colonel Gibbard, Royal Artillery, is President, will reassemble on Tuesday next, the 11th instant, at the same time and place, for the trial of No. 788 Private Dennis Driscoll, 108th Foot attached to the General Depot.

The Officer Commanding General Depot is requested to despatch the prosecutor, evidences and prisoner, so as to reach Bombay on Tuesday morning, who, with the exception of the prosecutor, will be attached to H. M.'s 33rd Regiment, until the conclusion of the trial.

Bombay, Sunday, 9th November 1862.

The 18th Regt., N.I., the officer for the Castle Guard to morrow, also the Adjutant for the day.

GENERAL ORDERS BY THE COMMANDER-IN-CHIEF.

Adjt. Genl.'s Office, Head Quarters Poona, 7th Nov. 1862.

The undermentioned Officers have been reported to have passed the required examination in the native languages as follows:

HINDOOSTANEE.
Staff Test.

Assistant Surgeon H. C. Brodrick.
Lieut. W. A. Glasspoole, 4th Rifles.
Lieut. C. E. Stack, 1st Regt. Light Cavalry.
Lieut. W. S. Peat, 2nd Regt. Light Cavalry.

Referring to Para 3 of G. G. O. No. 479 of the 23rd August the Commander-in Chief is pleased to intimate that it has been decided that the G. G. O. No. 947 of the 22nd September 1858 is to remain in force in this Presidency until further orders.

MILITARY MOVEMENTS.

THE 21st Regiment N. I., under Major Thelwal, C. B., expect to start from Baroachpore on Saturday morning. Steamers will arrive at the Ghat there, to convey them up-country to Assam. They are to relieve the 33rd, which corps is to relieve the 28th, under orders for Meerut.—*Harkaru, Oct. 31.*

THE 21st Hussars who were down in the Relief for Muttra, and are, we hear, to go to Morar instead, will be at Rawul Pindee up to the 7th, at Mean Meer, the 28th, and Umballa, the 19th December.—*Delhi Gazette, Nov. 4.*

LETTERS TO THE EDITOR.

TEMPERANCE MEETINGS.

SIR,—I was much pleased by lately perusing an account in your valuable journal of the progress that is being made in the "temperance meetings" held by H. M.'s 33rd Regiment at Colaba. These meetings I may venture to title the "stepping-stone" to the long proposed soldiers' Home. It will, in my opinion, be highly creditable to that corps if they succeed in their efforts to establish the "Home," and thus set the noble example to other European corps in the various military stations throughout H. M.'s dominions in the East. Bombay being the *Presidency*, should certainly make the start; or in other words—take the initiative; otherwise we will very probably find that Secunderabad will not stand alone on the list of Soldiers' Homes in India ere Bombay has founded hers.

Then is it not a pity to think that Bombay, *in which place* the suggestion was made and so strongly backed on the subject, should be deprived of having an institution for the benefit of her not over-cared-for soldiers?

Further, is it not feasible that a large seaport town like this necessarily more requires a place of such kind than up-country stations do? Most decidedly I should say, yes. If a temperance meeting will attract three scores of men, a "Home," will attract fifty at least per cent. more.

Why should it? may be asked. Was this proposed place not *also* intended for the purpose of endeavouring to promote temperance among military men?

Decidedly it was, I answer. The simple argument will be, I trust, better discussed by such interrogators if they will lend their attention to the fact as follows.

In a meeting that is *wholly* confined to prayers, speeches on temperance, and anecdotes illustrative of the disadvantage derived by intemperance, and *vice versa*, soldiers, however well disposed they may be towards the maintenance of temperance, will, if frankly asked the question, admit that it is somewhat irksome. What soldiers require, is *some innocent bodily recreation* to wear away the monotony of the daily barrack life which in this hot country surpasses by far that of the barrack life in England. It is *very* proper indeed to strive to plant the tree of temperance among our Military community, but let this tree not only be composed of a trunk; but have some branches to adorn it *as well*.

I will not recapitulate what, by the word "branches," I allude to; for all those who have perused the nature of my proposal and of the numerous answers in the columns of the Bombay and even the Madras journals, (I allude to a lengthened letter which appeared in the *Madras Examiner* in the early part of July last twelve months) are doubtless aware of such.

There is no denying the fact that in those places where there are "Soldiers' Homes" (or if it is better liked—"*Clubs*") established, the character, both physical and moral, of the troops is improving.

So, let Bombay *not* be, in this play, behind the scenes.

Despair not ye well-meaning men of the gallant 33rd, strive *unanimously* to gain the confidence of your superiors, and the day will yet come, D.V., when your efforts will be crowned with the success hoped for so long by him who first had the pleasure of introducing the suggestion before the public of Bombay.

Trusting, Dear Sir, that you will please excuse the length of this correspondence.—I remain your's sincerely,

ROBERT.

A SUGGESTION.

SIR,—In these days of excessive heat, and unpleasantness arising from impertinent "Buggy-wallas" and nearly broken down "tarn-outs," the majority of that portion of the public whose means do not permit them to keep private conveyances are *very frequently*, despite the attempts made hitherto to obviate such, the dupes of "rag-a-muffins" in the shape of Buggy-drivers; and the time has come when a little more than matter-of-form attention should be drawn to the above fact. Those persons who never, or but *very* seldom, have any occasion to travel to and fro in hack-buggies can form a very poor, if any, idea of the extortion to which are subjected such who unavoidably have to travel in them, to say nothing of the impertinence which they often hear—and are obliged to put up with through a feeling of self-respect—escape (?) the lips of these extortioners. In view hereof to occupy no more of your valuable journal than under present circumstances is necessary, I will not enter into details as to the "why," or wherefore;" but will at once say (and I hope it may catch the eye of our worthy "powers that be") that if the old and present system of regulating the Buggy-fares be abolished, and substituted by that of charging so much (to be regulated by proper discretion on the part of those in authority) *per hour* or half hour for the use of these "traps," the public would receive material benefit by the change—in more than one or two senses.

If the above suggestion be viewed with impartial consideration, the "why" and "wherefore" will plainly make themselves apparent to the minds of all parties interested.

Be good enough, Mr. Editor, to give these lines a corner; and I will then *strengthen* the opinion It have always entertained of you—and that is, that you are a real good seeker of the public interest.—I remain, your's sincerely,

A. GIBRALTARIAN.

P. S.—I hope this suggestion will find a "seconder."

Bombay, 7th Nov. 1862.

POST OFFICE NOTICE.

OVERLAND MAIL.

THE Overland Mail per P. and O. Company's Steamer "BEHAR," will be closed on WEDNESDAY, the 12th November, at 5 o'clock P.M. An After-Packet will be kept open on payment of the usual Fee of 8 annas (which must be prepaid by Stamps), until 6 o'

One thing we very much lament in connexion with these bridges that it was not deemed advisable to add a span or even two additional on the shore sides and thus save some lacs of rupees of wasteful expenditure of money for copper dams, cylinders, planking, pumps, and materials of all kinds in the attempt to build masonry abutments. And for what purpose? beauty! we presume, forsooth; so that the traveller and tourist might contrast the rugged mountains in the distance with the symmetrical and chiselled quoins of the dearly erected abutments. However Engineers will have their fancies, and to one sitting at a London Board with a handsome drawing put *nicely* on paper, these abutments carry the day when a practical man would have dispensed with beauty and have solidity and other essentials in lieu, and at a corresponding cheaper rate; *experientia docet*, and well it is that the mulched shareholders have a five per cent. guarantee or else they might look on, as God only knows what these ill-starred abutments have and will yet cost. We should not inveigh so heavily or criticise so severely these abutments, but we cannot recognise, much less tolerate them when we remember that the adoption of this class of iron bridges was because of their economy in cost and thereby superseding stone bridges, piers, and masonry, abutments, owing to their cheapness and more speedy erection; why the principle was not wholly carried out seems to denote an abandonment of an *established* idea and the primary object originally in view in the construction of this entire class of bridges.*

In the vicinity of Bassein is the remarkable quarry of Dongree on the Island of Dharavee, where a convict settlement exists mostly composed of Chinese pirates. The view from the top of this Island is splendid having an extended sea view westward. This quarry somewhat resembles in formation and stratification the Giant's causeway in the North of Ireland, and from this quarry, doubtless, were supplied the excellent stone used in the fortification and extensive buildings of what once constituted the wealthy city and fort of Bassein.

The land is well and extensively cultivated about Bassein, producing sugar-cane, plantains, custard apples, mangoes and other fruits with vegetables of all kinds in abundance, all of which nearly find their way to Bombay market *via* Tannah and thence by G. I. P. Railway, whence arises a considerable amount of traffic. There is a capital road from Mahim to Ghorbunder where there is to be found a ferry boat to Bassein, but the sail from Tannah to Bassein, via Ghorbunder is magnificent and will more than repay the excursionist by the rich and varied scenery enjoyed en route, and which is unrivalled, bold, and picturesque, especially through the series of land-locked lakes from Salsette to Ghorbunder, indeed this may betruly said to comprise the gem and whole of the entire scenery in the islands of Bombay and Salsette. At Ghorbunder the land is bold and woody with a chain of hills rising at either side of the straits. The one running east and north towards Bhewndy and the Veturnee and the other towards Bhandoop in the direction of the Vehar lakes, the neighbourhood of which even now is frequently visited by tigers and cheetas.

At Ghorbunder still exist the remains of the old Portuguese Fort, church, cloisters and other sacred buildings which were branches of other religious orders at Mahim and Bassein. A Mussalman's mosque of some age and pretensions, but of massive construction now supersedes the christian temple, and goat, sheep, and buffaloes are the only inhabitants that range within these once extensive and venerable piles now decaying, and like its twin-sister Bassein fast crumbling away. It is however worthy of seeing and will amply repay the visitor to make the ascent of the hundred steps to the Musjid to luxuriate in and enjoy the scene which here presents itself for miles round, both seaward and inland, the view of the latter is magnificent and is a landscape of unrivalled beauty and a panorama the richest and most picturesque, a *coup d' œil* of the very best stereoscopic character, elevated as you are some four or five hundred feet with a lovely bay beneath you and plenty of native craft plying past; less than an hour's sail will put you on the bunder and at the Fort and under the walls of Bassein.

Here provision is made for the stranger for a tolerable auberge, formed against one of the fort walls, which presents itself as you land. Nearer the Native Town is a Traveller's Bungalow, the road to which lies through the Fort walls and by breaches made by the Mahrattas in their attack on this fortress. Within this Fort is the "Bassein Sugar Works Company," which will also repay a visit, and where can be seen the peculiar process of converting the dirty looking brown jaggery into the most sparkling crystalised sugar-candy under the able management of Mr. J. Brockman. One of the fine old churches affords within it ample room for the operations including still rooms, lofts, vats, pans, coolers, rectifying and other distilling appurtenances, together with engine room and boiler house, tanks, &c. whilst the belfry, almost in its original state supplies the most perfect shaft or chimney that could be even now possibly built for the purpose; "*sic transit gloria mundi*" to what unholy uses do we come to? In certain seasons care must be taken in perambulating through these old ruins owing to the numerous species of snakes sequestered therein; we ourselves have seen some of the largest cobras within the Fort, and it is said snake charmers come long distances thither to entrap these insidious reptiles.

The cloisters and cripts are for the most part filled with the fallen columns, caps, and other *debris* of the overhanging and surrounding buildings, through which grow huge trees and the largest suckers that rend and burst asunder the still remaining walls, buttresses, and columns, architraves, quoins, and other portions of the beautiful masonry here so perfect and in many places in excellent state of preservation, especially the cornices, pillars, facia, pannelings, mouldings, entablatures, tomb stones, and other portal and fenebral embellishments upon which the Antiquarian, philosopher, historian, or sculptor can feast to repletion and at discretion.

Not far off the Fort is the spacious and hospitable bungalow of J. H. Littlewood, Esq. In noticing this gentleman's place we do so from his long family connexion with Bassein and the original founder of the sugar works, and not with a view of inundating that good gentleman's house with a horde of craving hungry travellers bent on sight seeing, his hospitality is unbounded, but good nature has its limits. No doubt some of the excellent engineers of the B. B. and C. I. Railway in camp before the walls would be willing to distribute some of that Irish hospitality, which so much distinguish their native country, and we would recommend our friends with light knapsacks to give a *passing* call hoping it would turn out a more substantial one.

If time should allow the tourist might extend his trip as far as Agasse and the Veturnee River where he will also find two large bridges in course of construction under the Resident Engineer, T. G. Seed, Esq., who will courteously explain all matters connected with these important works which have progressed so vigorously under his personal superintendence.

Having directed you so far we will return with you to Tannah thence by rail in an hour to Byculla where you can step out and cross over to our old friend Pallonjee at the Adelphi, who will no doubt gladly and good humouredly welcome Master Sahib, saying, "where you be long time, now come back very good for Pallonjee, you stop at posthkanna, no good grub at Bassein." In conclusion, we ought, but are unable, to say when the line will be open into Bombay or the outskirts, some assert by next monsoon, others not till the end of next year, we hope it will be sooner, so that all will have an opportunity of running up to Bassein and seeing the above splendid bridges; meantime it will well repay the temporary sojourner at Bombay to run up *via* Tannah and spend a couple of days at Bassein, and when there besides contemplating our English skill and enterprise fail not to look in, and see the church of Saint Paul and the Abbey of St. Francis Xavier, a melancholy but sublime wreck of what was once a noble city of Christian temples, a well garrisoned fort, the stronghold, and head quarters of its early founders and Portuguese settlers of the sixteenth century.

* We have just learned since this was in type that the above abortive project is given up and our ex post on affair attended to be established instead, *experientia de tel* it system.

OFFICIAL PAPERS.

NORTH CANARA.

Copy of the Resolution passed by Government on a Memorandum from the Chief Engineer at the Presidency, No. 137, dated 15th September 1862. Forwarding a communication from the Superintending Engineer Southern Circle, handing up one from the Executive Engineer North Canara treating of his prospect of the coming working season, and requesting to be informed what funds are at disposal for expenditure then, and stating that in the absence of Plans and Estimates he is unable to recommend the large expenditure which Captain Baker contemplates.

1. It is greatly to be regretted that Government have not Plans and Estimates of all these works, and every exertion must be made to prepare them at once, by placing at Colonel Kennedy's disposal any amount of additional aid he may require, in the shape of trained Surveyors, Draftsmen, and Calculators, and every other means and appliance which can be needed to enable him to submit such Plans and Estimates as are necessary, to guard against loss of money and confusion in the execution of the works.

2. His Excellency the Commander in Chief has repeatedly pointed out the great resources of the Engineer Corps, both in Officers and men of the Sappers. Government are assured of His Excellency's most cordial assistance in making those resources available to the last man. Nothing has apparently yet been done to draw forth the aid which Government may expect from this valuable reserve.

3. When the Engineer Corps is exhausted there will still be a large body of Officers of the Line, which His Excellency has placed at the disposal of Government. Some of these Officers are accomplished Surveyors and Draftsmen, fully competent to aid in the preparation of Plans and Estimates, either as principals or assistants, and all are more or less able to give valuable aid in superintending large bodies of laborers and in seeing that their work properly and not daily paid. The superintending and Chief Engineers have only to ask for such Officers and they shall have them.

4. When the Army is exhausted, there is a large body of Civil Engineers available; some in the employment of Government, and others willing to undertake it.

5. All these resources are more than sufficient to complete, in a few weeks, such Plans and Estimates as are needed to prevent waste of money, or time in the execution of those works in North Canara which are necessary to give immediate facilities for exporting the cotton crop of the Southern Mahratta Country.

6. The Chief Engineer and Colonel Kennedy should be assured of the anxious desire of Government to give them every possible support and assistance in this matter if they will only call for what they want, the confident expectation of Government should be expressed to them that the required Plans and Estimates of the works to be undertaken will be prepared at once.

7. They should further bear in mind and impress on their subordinates that what is required this year is simply such plans and estimates as shall prevent waste of money and confusion in the execution of the works specified by Captain Baker, or, of any others which may have been sanctioned to facilitate the exportation of the cotton crops and that no more than this is required.

8. There is, no doubt, much truth in what is pointed out by the Secretary that there is no certainty that the lines of road which Captain Baker proposes to undertake are the best which can be laid out, indeed it might be almost taken for granted that improvements of these lines would be discovered whenever a very careful and thorough survey of the whole country can be made and some of the lines now proposed might no doubt ultimately be entirely superseded by better lines.

9. But this is not the present question. In order to ascertain beyond a doubt the very best line procurable, an examination would be required which would extend not over one season, but over two or possibly more, and the delay of even one season is more than the urgency of the present case will admit.

10. A Cotton crop far larger and more valuable than any which has ever yet been grown in the Southern Maaratta Country is now growing and will be ready for exportation before the end of the season. The money value of this crop to India is very great, but its value to England cannot be told in money, and every additional thousand bales which we can get down to the sea coast before the season closes in June may not only save scores of weavers from starvation or crime but may play no unimportant part in ensuring peace and prosperity to the manufacturing districts of more than one country in Europe.

11. These are not considerations to be weighed against improved gradients or even a few miles more or less of road to be made. Government know that by the lines on which Captain Baker proposes to work, cotton carts can travel and have travelled, and that by the work which he proposes to do, these roads can be greatly improved, secured and made still more easy for Cart Traffic. The utmost which he can fairly spend upon them during this season will be repaid and more than repaid by the results of this very season, without looking to future years.

12. The Chief Engineer is therefore directed to inform Colonel Kennedy and Captain Baker that all the Plans of the latter Officer are fully approved, with this sole reservation that for every Rupee laid out, the Cotton traffic, shall have a fair Rupee's worth of increased facilities, and that Government are prepared to obtain sanction to any sum which they may find they are able fairly and honestly to spend with this object in view.

13. It is not only in preparing Plans and Estimates that Captain Baker will want assistance. He will require it in looking after the execution of the works and in keeping the accounts, and, he should be informed that in both respects, Government are willing to give him all the aid he can require. Colonel Kennedy, it is believed, has paid particular attention to such means of increasing the working powers of Executive officers and Goverment will be glad to be favored with his views in the shape of practical suggestions.

14. Among the subsidiary arrangements which may contribute to the end Government have in view, the following should be noted.

15. As early as possible in the season after carts begin to travel down the Kyga and the Arbyle Ghauts which will, it is hoped, have been so far repaired as to be rendered practicable and fit for immediate use, Captain Baker should employ competent persons to move continually from point to point along these roads, and to take care that the more permanent improvements which may be in progress are not so conducted as entirely to stop the present use of the road. For example where a bridge is being built, a temporary diversion should be made and the sides of the Nullas smoothed down, &c. &c. so as to furnish a passage as practicable as possible past the obstacle.

16. It should be made the special duty of the person thus employed to devise and see executed every possible facility for the present traffic which may not come within the scope or the permanent improvement of the road.

17. Much it is believed, may be done at the Ferries, at some of which, and between Mullapoor and Sirikuli, small Steamers might be useful in towing the boats in which cotton or carts have been loaded. Colonel Kennedy's attention might be drawn to the point by telegraph, and descriptions sent him of the small Tug and others Steamers of which there are some procurable, and to spare in Sind. No time should be lost in this as the next two months are the only favorable season for such small vessels coming down by sea. In a tideway their deficiency of power would not be such a bar to their utility as on a stream like the Indus.

18. No doubt every effort will be made to facilitate the passage of rivers and swamps by means of timber bridges such as have been erected with such good effect by Captains Baker, Playfair and others, in parts of the Southern Mahratta Country where timber abounds. They have the great advantages of requiring a material and kind of labour to erect them different from that used for smaller bridges and very abundant, and this joined to the speed with which they can be erected will, for our present purpose more than compensate for their comparative want of durability.

19. Captain Baker should select points at which to take an accurate account of the traffic in carts and laden cattle, passing along each of the principal lines to the sea coast. These should be embodied in one return and sent in monthly for publication, as in the case of the Railway traffic. Cotton should be distinguished from other goods.

20. Similar returns should be kept on every great line of road. Captain Baker's and Colonel Kennedy's letters should be sent to the Government of India and H. M.'s Secretary of State, with a special report of our proceedings on them, and on all connected with North Cannara and Sudaseoghur, and similar reports should be continued monthly during the present scarcity of cotton. Copies of the returns of cotton traffic above ordered should always be inclosed and any information relating to our proceedings to facilitate the transport of cotton, in other districts, should be either quoted or distinctly referred to, so as to enable the Secretary of State to see distinctly at one view all that has been reported on the subject since the date of last advices.

21. The Secretary of State and Governor General in Council should be informed that the sum for North Canara this season will probably be greatly exceeded, that every precaution has been taken to ensure economy, and a judicious application of the money spent, that it may be some time before this Government are able to specify the precise sums that will be laid out with good effect, that it by no means follows that our total Budget allotment will be exceeded, but that they may rest assured the money will be well applied to facilitate the Cotton Export, and Government have every hope of its producing a marked effect on the quantity reported.

H. RIVERS, Lieut. Colonel, R. E.
Secretary to Government
Bombay Castle, 6th November 1862.

INTELLIGENCE.

LATEST.

(*By Electric Telegraph.*)

MADRAS, 8*th Nov.*, 5-50 P.M.

THE steamer *India* sailed for Northern Ports.

LETTERS from the Cape of Good Hope received by the *Malta*, state that the *Caroline Elizabeth*, and *William Miles*, have been chartered to take on the Cotton of the condemned ship *Typhoon*, the former at 43*s.* 6*d.*, and the latter at 42*s.* 6*d.*, per 50 cubic feet; and the *Saleia*, was also loading with Cotton from the *Clara Wheeler*, at ½*d.* per lb. The *Typhoon* and *Clara Wheeler*, were both bound from Bombay to Liverpool.

THE tender of the Burmah Steam Navigation Company of Calcutta, for a line of coasting steamers from Calcutta to Bombay touching at such ports as Beypore, has at last been accepted by the Government of India, and the great scheme we recently sketched is complete. It will now be possible to sail in the steamers of this Company from Singapore to Bushire, touching at every intermediate port on the coast. Madras will thus be connected with Bombay by railway to Beypore and steamers thence to the Western capital. The new French lines of steamers from Calcutta and Hongkong to Marseilles, are also at last a fact, the first having left the French port. The rates for passengers and goods will be published immediately, but are not likely, we understand, to be much below those of the P. and O. Company. The steamers, however, will offer a new convenience to the public on this side of India, since they will leave so as to give Calcutta three mails a month to Marseilles. And the result of competition must ultimately benefit the public.—*Friend of India, Oct.* 30.

WE hear that Mr. J. B. Roberts, Coroner of Calcutta, and Deputy Superintendent of Police, has been appointed to succeed Mr. Fagan as Junior Magistrate; vacating the latter of the abovenamed offices, but retaining the Coronership. We would wish always to see members of the legal profession placed in these Magisterial appointments, and there are many and special objections against this particular appointment which we can hardly characterize without appearing to be moved by personal reasons, which in reality have no weight. Doubtless good reasons for our dissatisfaction will evolve themselves in time.—*Englishman, Oct.* 31.

LIEUT.-COLONEL MACDONALD, 93rd Highlanders, died at Peshawur of Cholera, yesterday. Major Middleton (Commanding) Ensign Drysdale, and Asst. Surgeon Hope of the same Regiment have also died of the disease.—*Lahore Chronicle, Nov.* 1.

WE regret to hear that Cholera is still raging in the 93rd Highlandes, which has been removed from Peshawur to the opposite bank of the Indus, in hopes that it may be the means of staying the progress of the disease. We have already mentioned that the two Majors of the Regiment—Middleton and MacDonald—have both fallen victims, and also Ensign Drysdale and Asst. Surgeon Hope. —*Id.*

LOCAL.

THE Judges of the High Court have made the following arrangement for the disposal of suits on the Original Jurisdiction side.

On Monday (not being an Insolvent Court day) two Plea Side Courts will be held; and (on Insolvent Court day) one Plea Side Court.

On Tuesday, two Plea Side Courts.

On Wednesday, no Court.

On Thursday, one Plea Side Court; and another court (before two Judges) for hearing motions, and after that Equity Causes.

On Friday and Saturday, one Court (before two Judges) for Equity causes; and another before a single Judge for settlement of issues and final disposal of suits.

On every second Monday of the month, Testamentary and Admiralty causes will be heard

CORNER'S INQUEST.

MANSLAUGHTER.—An inquest was held last Saturday on view of the body of a middle-aged Parsee liquor-seller named Eduljee Dadabhoy residing at Mazagon. It appears that a few days ago a row took place at the liquor-shop between some Parsees in which the deceased was severely beaten by one Hormusjee Parsee. Deceased was taken to the Jamsetjee Hospital where he died on Friday last in consequence of the injuries he had received, while Hormusjee remained in the custody of the Police. Upon the evidence, the jury returned a verdict of "Manslaughter" against Hormusjee.

The accused is undergoing his examination at the Mazagon Police Office before Mr. Brown.

WEATHER REPORT.

At 9 hours of the 7th Nov. 1862.

BULSAR.—Fair, SW. light.
BROACH.—Fine wind, SW. light.
CANNANORE.—Fair, WE. Ther. 81.
GALLE.—Light winds and fine day. Ther. 81.
GOA.—Fair wind, steady from East.
KOLAPORE.—Fair wind WE.
KURRACHEE.—Fair wind SE.
MADRAS.—Fine wind NE. Ther. 83.
PAUMBEN.—Pleasant light NE. Ther. 84.
SURAT.—Morning and night cool. Fair day.

At 9 hours of the 8th Nov. 1862.

BULSAR.—Fine, SW. moderate.
BROACH.—Fine and calm.
CANNANORE.—Cloudy SE. Ther. 80.
GOA.—Fair, wind light from East.
GALLE.—Calm and fine. Ther. 81.
KOLAPORE.—Fair light wind. NE.
MADRAS.—Fine Wind NE. Ther. 84.
PAUMBEN.—Rainy Ther. 80.
SURAT.—Morning and night cool. Fair day.

At 9 hours of the 9th Nov. 1862.

BROACH.—Fair, SW. light.
BULSAR.—Fair, SW. steady.
CANNANORE.—Cloudy NE. Ther. 79.
GALLE.—Calm. Ther. 81.
GOA.—Fair wind, light from East.
KOLAPORE.—Fair moderate wind NE.
KURRACHEE.—Fine, SW. pleasant.
MADRAS.—Fine NE. Ther. 82.
PAUMBEN.—Heavy rain, light NE. Ther. 80.
SURAT.—Fair.

LIGHTHOUSES, &c., FOR BOMBAY HARBOUR.

AFTER more than two years' agitation Captain Barker, Master Attendant, has at length obtained the sanction of Government for the appointment of a Commission to consider and report on the present system of lighting the approaches and harbour of Bombay. The gentlemen composing this Commission are Captain J. Young, C. B., *President*; the Commissioner of Customs; the Master Attendant; and Lieutenant Colonel DeLisle. The following gentlemen have also been requested to serve as members of the same:—R. Hannay, Esquire; J. Farar, Esquire; W. Johns, Esquire; and J. Dixon, Esquire.

The first meeting of this Commission was held on the 3rd of November, when Captain Barker, Master Attendant, was elected Secretary; and now that the craft is fairly launched, the community of Bombay may expect to see remedied what has been for years a standing disgrace to the port.

During the last 32 years no less than 22 vessels have been wrecked in or near the mouth of the harbour, very many of which would in all probability have escaped destruction had the lights near Bombay been more distinctly defined. "It is apparent," says Capt. Barker in his report, "to every one that the port of Bombay is daily becoming of more importance both politically and commercially, possessing, as it does, all the essential requirements for the establishment of an efficient naval arsenal, and all the qualifications of a great commercial port, capable of being rendered easy of access to friends at all times, whether by night or day, and at all seasons of the year; but at the same time, if not inaccessible, at least very formidable, to enemies. It is in fact the very key to our Indian Empire on the West Coast and the grand depot for military stores; and it is indeed surprizing that its great capabilities have not long ere this been more fully developed."

No one can deny the truth or the sense of this reasoning. Again, further on, he gives us his opinion of the value of light ships which are what vessels have mainly to depend on in the S.W. monsoon for making this harbour, the weather oft-times being so thick as to render the Colaba Lighthouse undiscernible. "The utility of floating light vessels cannot for a moment be called in question where the coast is low, and where sunken rocks and hidden dangers extend a considerable way to seaward; but for this port they are not only unnecessary at the very time they are most urgently required, namely but often mischievous, for, inextremely bad weather, they are most likely to break adrift."

Captain Barker's scheme embraces several propositions, the principal of which is that a lighthouse be erected on what is commonly known as Kenery Island. "The first and most important step to be taken," says the Master Attendant, "should undoubtedly be the erection of a lighthouse on Kundaree or Kenery Island, which marks the entrance to the harbour on the south side. The island is situated outside all the dangers; it is the point vessels approaching the harbour from the Persian Gulf, Red Sea, and Coasts of Arabia and Africa, and from the southward are directed to make. A brief description of this island will show the many advantages it possesses for the erection of a lighthouse on its summit, both as regards position and the material available on the spot for the object in view. The island bears from the Castle Flag Staff South 5 deg. West distant 13½ miles, from the Light House on Colaba South 1½ degrees East distant 11 miles, and from the nearest shore (that of Thull) about 2½ miles (the Island of Oondaree intervening). From its elevation it is plainly visible from the decks of the shipping in the harbour, and it commands an extensive view seaward: so that it would be of great importance in a military point of view as a 'signal post,' in the event of a maritime war, by giving timely warning of the approach of any hostile fleet." * * * * *

"It would be of great assistance to the pilots in working out during the south-west monsoon, and to captains of ships after the pilots had left, in enabling the latter by a bearing of the light and depth of water, to know when they had obtained the necessary offing before standing down to the southward, as the light in clear weather would be visible in from 20 to 33 fathoms."

The following is the description of the lighthouse proposed to be erected:—"The tower to be 4 sided to distinguish it more readily from the Light House tower on 'Colaba,' which is round, to be painted in alternate red and white bands 10 feet wide each. The platform on which the lantern is fixed to be 80 feet above the summit of the island, or about 180 feet above the sea, so as to be visible from a ship's deck in ordinary clear weather 20 to 22 miles. The light to be a fixed red light of the 1st class, so that it may not be mistaken for that proposed to be erected on the extremity of the S. W. Prong, viz., a bright revolving light."

The cost of such a lighthouse as above indicated, it is said, would be insignificant in comparison with the benefits to be derived therefrom.

The next point brought under notice is the erection of a lighthouse on the extreme end of the Prongs. This possibly, on the score of expense and the proximity of the outer light ship, supposing that vessel to be retained is open to some objection although the advantages accruing from a beacon on such a spot would undoubtedly be great. To quote the report again. "The present lighthouse is not easily seen during the day, whereas if one was erected even half way between the extreme of the reef dry at low water spring tides and the present lighthouse, it would stand forth in bold and prominent relief, and be a good guide for vessels making the port either by night or day from any direction."

It is proposed, therefore, "to erect a lighthouse on the extreme of the S. W. Prong, where it dries at low water spring tides, or as near thereto as practicable, or about 1½ miles from the present lighthouse. The whole space between the proposed sight or the new lighthouse and the present lighthouse to be reclaimed for the purpose of erecting dwelling places for the pilots' boats' crews; these should be in the immediate vicinity of the new lighthouse, and such other purposes as may be required by Government for the erection of defensive works in connection with the present Harbour Defences, and that a small bason be formed to shelter the pilot boats when unemployed. The platform from which the light is to be displayed will be at an elevation of 150 feet above low water mark. The tower to be round and painted white from base to summit. The light to be a bright revolving light of the 1st class (the present light would answer)."

Captain Barker winds up his very lucid digest by a few remarks on the existing light ships. He says:—

"The light vessels could not be placed in a better position than they are at present for leading ships clear of the foul ground off the Prongs and Sunken Rock; they should therefore be retained. Both these vessels are a good deal shaken, the inner light vessel was built in 1832 and the outer in 1842; ere many years elapse it will be necessary to replace them. I would call attention as to whether it would not be advisable and at the same time more economical and efficient, instead of a floating light to have a lighthouse erected on piles for the outer light; and if found impracticable to build a lighthouse on the Sunken Rock suggested in my Report No. 129, dated 18th June 1860, to have one of similar construction instead of the inner light vessel. The pay alone of the establishment of the outer light vessel amounts to within about 29 rupees per mensem of the whole monthly cost of the most expensive lighthouse on the coast of "Ireland."

In cordially endorsing the scheme we can only hope that as Government is favourable to the project, we shall soon see something tangible in the shape of the Commission's labours. That a reformation in the matter is urgently needed no one will gainsay; that the Committee appointed to ventilate the matter are the "right men in the right place," we think is equally undeniable.—*Times of India, Nov.* 8.

LAW.

HIGH COURT.

Matters for hearing before a Single Judge on Monday the 10th of November 1862 at ½ past 10 A.M.

BEFORE SIR JOSEPH ARNOULD.

For Settlement of Issues.

27. Madowjee Damjee *vs.* Abba Thara.
28. Sorabjee Cowasjee *vs.* Purappa Buddemi.
29. Manecklall Purshotumdass *vs.* James Reynell.

ECCLESIASTICAL SIDE.

1. In the Matter of the Letters of Administration with Exemplification of Probate of the will and Codicil annexed of Mary Bellasis, deceased, George Foggo and James Alexander Forbes, Applicant, William Loudon, Esq., Administrator General, Caveator.

2. In the Goods of Ookajee Lingoo, deceased, Luchoocaee widow—Applicant *vs.* Lingabaee widow of Sydoo Camatee—Caveatrix.

PLEA SIDE OF THE LATE SUPREME COURT.

BEFORE THE HON'BLE MR. JUSTICE COUCH.

51. Jumnadass Hurryvullubdass *vs.* Dhurrumchund Mohunchund (part heard).
52. Jamsetjee Cursetjee *vs.* W. B. Fellows.
55. Dadabhoy Bomonjee and another *vs.* Ebrahim Moolna Adamjee.
56. Arthur Robins and another *vs.* James Chesson and another.
57. Abdool Razac Cazranee *vs.* Treebhowndass Juggeevundass.

HIGH COURT.—EQUITY SIDE.

Causes for hearing on Monday the 10th of Nov. 1862.

Kessowjee Toolseydass and another *vs.* Vullubdass Jairam and another.—For hearing.

Pranjeevundass Hurjeevundass *vs.* Mayaram Samul and another.—For hearing.

Gunga Roopa Naiqueen *vs.* Bapoo Gungadhur and another.—For hearing.

Ghanchee Mahomed Juva Khuvitia *vs.* Soonabaye widow.—For hearing.

Govindrao Amvotrao *vs.* Moroba Sudasewjee.—For hearing.

HIGH COURT.—APPELLATE SIDE.

Wednesday, th November 1862.

(BEFORE THE HON'BLE MR. JUSTICE HERBERT AND MR. JUSTICE FORBES.)

MURDER.—Vittia Mussoo and Hirgya Wagnak were tried on a charge of murder before the Hon'ble G. A. Hobart, Session Judge of Sholapore, whose finding in the case is as follows:—

The prisoners are both charged with murder, and both deny the charge. The person they are accused of having murdered is Luksmee, the wife of Kashia. That Luksmee is dead, and that she died from serious wounds inflicted on her head and other part of her body is clearly shewn by the evidence of Kashia, of Succaram, and of Bhao: all of whom saw her body after life was extinct, and by the inquest report. It is now to be seen how each of the prisoners is responsible for her death. Kashia, husband of the deceased, was alive and well up to 4 o'clock P.M. on the day before that on which he saw her corpse, and that she was then setting out to go to a village, Chincholee, about one *kos* off; that prisoner Vittia is an enemy of his, and that they often quarrelled; that there is an enmity of long standing also between him and prisoner Hirgya; that he (deponent) and prisoner Vittia had quarrelled only three days or so before Luksmee was killed, and that Luksmee at the same time quarrelled with and abused prisoner Vittia; and that Vittia abused them both; that one cause of these quarrels was, that he thought Vittia was attempting to seduce his wife; that immediately on hearing of Luksmee's murder he went and told the Coolcurnes, and an inquest was held on the body in the place where it lay—a Babool copse or plantation within the limits of his village; that the Coolcurnee then went with him and they apprehended the prisoner at his house. It was then about 6 o'clock in the morning, Vittia was sitting outside his house, dressed in a *dhotur* and turban; that the house was then searched, but nothing was found there, except a *cumlee* which was not then taken; that he accused Vittia of the murder, and Vittia said nothing, only looked frightened. At the Chowree Vittia's clothes were examined, and blood found on both, for which he did not attempt to account; that a *cumlee* was brought next day to the Chowree on which was blood, of which Vittia gave an unsatisfactory explanation; that next morning deponent with the Foujdar went to prisoner Hirgya's house. There the wife of Hirgya brought out from a corner a hatchet which had the appearance of having been washed, and the handle of it scraped. That he saw Hirgya that day at the Cutchery at Sholapore, his clothes had no marks of blood. Deponent identified the hatchet and other articles before the Court as belonging to the prisoners. Succaram depose that at the Chowree where prisoner Vittia was in custody, he examined the *dhotur* and turban which prisoner was then wearing, this was on the day on which the inquest sat; that there were marks of blood, some dry, and some wet, on both *dhotur* and turban; that Vittia prisoner said the blood was from his own body, and was owing to his leprosy, but the person of Vittia was found to be free from marks of blood; that he accompanied the Foujdar to search prisoner Vittia's house, and there found lying wrapped up on the floor the *cumlee* produced in evidence, on which, on its being unfolded, were found marks of blood, for which when questioned, Vittia attempted no explanation; that next day Hirgya's house was searched; and a hatchet in the condition described by Kashia was found there; that he and others then, in consequence of something Vittia had said, went again to the place where the corpse was. There on the edge of the nullah, at a place where there was water, a footmark of a left foot was found as of a person going towards the water, which footmark was found (prisoner Vittia was then with them) to correspond in length and breadth with that of prisoner's left foot; that pieces of stick of the length and breadth of the footmark were then and there made; that thereupon some of the party went into the water and Amdoo presently brought out from thence the hatchet in evidence, to which a string is attached, which then was found to have a string attached to it; that prisoner Vittia then said the hatchet was not his; that Vittia always uses his hatchet attaching a string to it. Dhanapa deposes that he had seen deceased alive in the village on the morning of the day preceding that day on which he saw her lying dead in the jungle; that on the evening preceding the morning when he saw her corpse, he saw both the prisoners sitting together at the place where he afterwards saw the corpse; and that he went and sat smoking tobacco with them; it was then about half-past six P.M.; that Vittia had a white *dhotur* and turban on and was seated on a *cumlee*; that each of the prisoners had a hatchet with him; next morning he heard of Luksmee's murder: (the rest of this witness's evidence corroborates that of the foregoing witnesses as to the identity and condition of the clothes and hatchets. Amdoo deposes that on the evening previous to the murder he had seen both the prisoners walking together; that Vittia had a *cumlee* on, and that each of them had an axe or hatchet with him; that he asked them where they were going, and they said what was that to him. This witness deposes to the last to the finding of the hatchet in the nullah, to a footmark being found there, and the hatchet being prisoner Vittia's property, and to there being a little blood on the string near the head of the hatchet. He identifies the *dhotur* and turban as that of Vittia and says, that when examined there blood stains were found on them. Gunputsing corroborates what is said by other witnesses as to the marks of blood found in prisoner Vittia's clothes at the Chowree. Dr. Ogilvie is of opinion that on the turban and *dhotur* produced there are marks of blood, as well as on the string of the hatchet, but he does not seen quite sure. He considers that though prisoner Vittia suffers from leprosy, such an affection would not have caused in prisoner any discharge or exudation from the skin, and that though he had seen him in jail for about a month, such an affection never came under his notice. It should, however, be noted that Vittia was required during the trial to make an imprint of his left foot on fine earth brought into the Court-room for the purpose, and the impression, on being measured by the pieces of stick in evidence, was found to correspond in length and breadth with such measures. The Court could not detect satisfactorily from this experiment that there was in the imprint of Vittia's foot any peculiarity which shewed that the little toe was, as is the fact, shorter than ordinary. The prisoner Vittia admits that there was blood found on his *dhotur*, turban, and *cumlee*, and says this was caused partly by his leprosy and partly by his having scorched his leg, and the defence he makes is that he was in his own house after 12 o'clock till night on the day before he heard of Luksmee's death. Prisoner Hirgya set up an alibi but failed to establish it. The Court held the chain of circumstantial evidence sufficient on which to convict prisoner Vittia of the murder of Luksmee. The evidence also shews as against prisoner Hirgya that he was seen with prisoner Vittia in the place where Luksmee was afterwards murdered, that he had then an axe with him, that Luksmee's life was taken by blows from one axe or similar weapon on the evening he was seen there, or early next morning; that an axe of which there is a suspicion that there was recent blood on it, was soon after found in his house: and that he was at that time at enmity with deceased's husband. More than this the Court does not hold to be proved against prisoner Hirgya, and the Court does not hold this evidence sufficient on which to convict prisoner Hirgya of the murder of Luksmee. Vittia was accordingly found guilty and sentenced to be hanged, subject to the confirmation of the High Court. Hirgya was acquitted and discharged.

ORDER OF THE HIGH COURT.—The sentence of death is confirmed.

COURT OF SMALL CAUSES.—SATURDAY, 8TH NOV.

(BEFORE N. SPENCER, ESQ.)

G. Browne, vs. H. H. Avron.

This was an action to recover damages in the sum of Rs. 271 incurred by reason of the defendant having misrepresented the condition of his horse on the 15th September last at Poona, so as induce the plaintiff to exchange his horse for the defendant's. The value of the horse was Rs. 225; loss of services of plaintiff's horse from the 1st to the 13th October, causing him to hire another horse at Rs 2 per day Rs. 26; for the keep of the defendant's horse out of the limits of the camp of Poona, the horse having been pronounced unsafe to all Government horses, from its having the glanders Rs. 20, making altogether Rs. 271.

Mr. Acland appeared on behalf of the plaintiff.

Dr. Reid for the defendant.

Mr. Acland briefly stated the facts of the case and said he relied on three grounds for sustaining the action; breach of warranty, damage sustained by misrepresentation or trover. As the evidence would be all the same in either case he would leave the court to decide on which of these grounds the case was made out.

Dr. Reid said, the defence was simply not guilty. There had been no misrepresentation on the part of the defendant and no intention of fraud. The defendant had informed the plaintiff of all he knew of the condition of the horse. The plaintiff could only legally lay his damages for the value of his horse.

The plaintiff on being examined said,—I am a clerk in the Revenue Commissioner's office at Poona. In September last I saw the defendant at Poona when we had a conversation about his horse. He said that it had been glandered of which disease it had been cured by Mr. Wells. He said that it had no other disease. I understood that the horse was perfectly sound. The defendant likewise told me that he was four years old and a thorough Arab. He said that the horse was valued at between Rs. 400 or Rs. 500. The price eventually fixed upon for the horse was Rs. 300. The value of my horse was estimated at Rs. 225 and it was agreed that I should give defendant my horse and Rs. 75 in exchange for his. This was on the 15th of September and he promised to send the horse to me at Poona on the following Thursday. The horse did not reach me until the 1st October. The letter produced is the same that I wrote on the 20th September, addressed to Mr. Duggan (letter read.) I saw the horse immediately on its arrival in Poona and found that it was glandered and had a swelling on its rear hind leg. It was examined by Veterinary Surgeon Hallen, who gave a certificate of its state. On the morning after the arrival of the animal I took it to a native Farrier who said that it had got the "strangles." Mr. C. Stephens, Senior, Veterinary Surgeon, saw it on the 3d October. He refused to allow it to come into his stables. I was obliged to have it removed out of the cantonment, by order of the Bazaar master, in consequence of the horse being glandered. I communicated these facts to the defendant. Previous to being aware that the horse was suffering from the glanders I offered to take back my own horse and lose Rs. 50 so as to settle the matter, but the defendant would not consent, when I found that the horse had the glanders I withdrew that offer. I then wrote a letter on 5th October to the defendant, stating that I would send the horse back again to Bombay. He replied saying, that I could do as I pleased, that the horse was my own property and that he would be ready to meet any proceedings that I might take. The horse is now in my possession in Bombay.

Cross-examined by Dr. Reid.—I had some communication with Mr. Duggan about the business, before I saw Mr. Avron. It was first proposed through Mr. Duggan that Mr. Avron's horse should be sent up to Poona. I had the option of having it brought up first. When I first saw the defendant, he did not tell me that the horse had come to Bombay along with other horses in a native vessel, and that he had purchased it cheap. It was Mr. Duggan who told me that. The defendant told me that Mr. Shanley, a jockey, had been attending the horse for some time and that Mr. Charles Stephens of Bombay had seen the horse. He told me that I had better see Mr. Stephens about it. I don't remember the defendant telling me, that Mr. Stephens had told him that the horse either had had the glanders or that it would be likely to have it; and that he had not given him a certificate. He did not tell me, before the horse left Bombay, that I had better wait a few days as the horse was getting better. I don't remember saying to the defendant that Mr. Stephens was not in Poona. Defendant asked

d opened, and wherever a lock has to be constructed, it should be of sufficient width to admit the passage of the largest boats, the bridges also should be sufficiently high to allow boats in all states of the water to pass under them. These improvements which are indispensible to prevent the delays and damage to goods by unloading boats in order that they may pass the Bridges in wet weather, demand the special attention of Government, the more so, as the Chamber believes a large and increasing quantity of Coffee and Cotton will be directed to Cochin when the Northern Ports are closed in the late months of the season.

The Chamber begs also to draw your Excellency's attention to the very imperfect working of the Telegraph on this Coast, numerous complaints have been addressed to the Head of the Department which, it regrets, have not been followed by any satisfactory results; the present state of matters being worse than it has ever been at any former time.

In conclusion, the Chamber hopes, Your Excellency will be gratified with your visit to British Cochin, and have a pleasant journey to Madras.

I have the honor to be
in behalf of the Chamber,
Your Excellency's
Most humble and obedient Servant,
JOHN H. BERRY,
Chairman.

REPLY.

COCHIN, 31*st October*, 1862.

GENTLEMEN,—I have received with much pleasure the address which you have presented and thank you heartily for the kindly manner in which you welcome my arrival at Cochin.

I have conferred with the District Engineer on the encroachment of the Sea at Vypeen and yesterday visited the spot.

The sea has evidently made serious encroachments on the whole of the land for some distance to the Northward of the point, and it will require the most serious consideration before the Government can commit itself to the adoption of any specific scheme; indeed it is very possible that the evil would be enhanced by the very means intended to remedy it. I have given the District Engineer instructions as to the observations requisite to enable the Government to decide on the measures to be ultimatly adopted.

The subject of our relations with the States of Travancore and Cochin in regard to Customs duties on their trade with British India has been under the consideration of Government and I look for an early settlement of the question on a just and satisfactory basis.

Your complaint of the levy of full dues on vessels only partially loaded at this Port shall be enquired into on my return to Madras. You are doubtless aware that these dues are regarded strictly as Local Funds, applicable solely to the improvement of the Ports at which they are realized. I understand that a surplus of several thousand Rupees exists at Cochin, and I have instructed the Superintendent of Marine to ascertain how this money can be most advantageously expended in improving the Port.

The importance to Cochin and the surrounding country of connection with the Madras Railway is self evident, and I have much pleasure in informing you that the intervening line of country will, with the concurrence of the Rajah of Cochin, be immediately examined by a competent Engineer. I am glad to hear that His Highness has practically evinced his appreciation of the importance of this communication.

I regret to learn that the Telegraph is not worked to the satisfaction of the community. Your representation on the subject will be communicated to the Supreme Government with whom the control of the Department entirely rests.

In now bidding you farewell, Gentlemen, I beg to assure you that the Government are fully sensible of the Commercial importance of Cochin and anxious so far as their means permit to improve its great natural advantages and promote its prosperity.

W. DENISON.

To J. H. BERRY, Esq.,
and the Members of the
Cochin Chamber of Commerce.

BRITISH, COLONIAL, AND FOREIGN.

THE SUPPOSED WRECK.—The following letter has been placed on the table of the Commercial Exchange:—

Custom House, Port Beaufort,
19th September, 1862.

To the Hon'ble the Collector of Customs.

SIR,—With reference to my letter under date the 12th instant, reporting that several nests of trunks and a case containing gunpowder had been washed up on the beach to the westward of "Cape Infanta," I have now to inform you that two empty cases, bearing the following marks 12—[D] [D]—9 S E— D B—have been found by Mr. Dunn on the same spot; also a ship's companion, together with a lot of broken timber, masts, spars, and American pine, supposed to have belonged to a vessel of about 300 tons.—I have, &c.,

J. A. LE SUEUR.

—*South African Adeertiser, Sept.* 24.

IN Lombardy it is reckoned that out of every 100 persons, from 30 to 40 are able to read; in Piedmont from 2 to 30; in Tuscany from 10 to 20; in the environs Rome with a radius of ten miles round the city, scarcely one. In Naples matters are even worse. According to the report of the General-Inspector of schools, of the 1845 congregations of the provinces 846 have no schools, and in a population of 6,500,000 souls, only 67,000 have received any education. Quite recently several elementary schools have been established of Evangelical Christians in Naples, and are very numerously attended.

Count Cavour, before his death, designated a great part of his estate for the purpose of promoting the education of the people.

The population of Rome consists of
48,000 cardinals, prelates, priests, and other paid servants of the church.
10,000 monks and nuns.
1,000 beggars who pay for a permit of the first class to be allowed to ply their trade on the steps of the doors of the Church of St. Peters.
5,000 beggars who pay for a permit of the second class to be allowed to beg freely at the doors of the other churches, before the theatres, and in the streets and squares.
2,000 maidens and wives whose profession it is to act as models for painters and sculptors, or when not needed for this purpose, to beg.
4,000 foreign soldiers.
30,000 servants.
20,000 Israelitish pariahs.
50,000 Roman citizens who take no part in the civic affairs of the city, and who live in a state bordering on absolute poverty.

Translated for News of the Churches from Neue Evangelische Kirchen Zeitung.

JUSTICE AT THE MANSION-HOUSE.

A correspondent to the daily news says,—Not many weeks ago a ruffian committed a most savage, serious, and unprovoked assault upon a respectable young woman, for which the Lord Mayor gave him three week's hard labour, and on the same day a fellow got six weeks' hard labour for only breaking a window. Such want of discrimination created no little astonishment in the public mind, and the subject was brought to the notice of the Home Secretary by Sir Morton Peto in the House of Commons, when Sir George Grey said "he did not think there was in the report of those cases anything to justify him in calling upon the Lord Mayor to justify his conduct." Now I hope that I shall not be thought presumptuous in giving an opinion contrary to that of a minister of state, but I do not think there was a great deal to justify his interference, and that something should have been done with a view of checking such incongruities in police courts; and in saying this I believe I am but expressing the general opinion, for the consequence of permitting such magisterial eccentricities to go on unrestrained is that self-satisfied men take silence as a mark of approval, and therefore the performance is likely to be repeated; in proof of this, so recently as Monday last the Lord Mayor fined a man 40s. or fourteen days for an aggravated assault upon a poor boy in July last, but he was unable to appear before the 2nd of this month. In the interim his life was despaired of, and at a time when it was thought he would die he made a statement of facts which were reduced to writing in the presence of a surgeon and a police constable.

"One of the witness saw the prisoner seize the boy by the throat and throw him down, his head bumping against the kerb. He seized him as if he was fighting with a man. She thought the boy was choked, and saw marks on his throat the same evening."

"The Lord Mayor said the story told by the boy was clear and consecutive, and was borne out by the evidence of other witnesses who spoke to the marks on the neck and the blow on the mouth;" and having said all this, he passed the awful sentence of a fine of 40s. on the offender!

Otway says: "Justice is lame as well as blind amongst us." LeSage speaks of a place where the judges are on one side, and justice on the other. But at the Mansion-house it seems that the judge is always out, and Justice is never at home.—*Id.*

PINANG.

WHEN first announced we all hailed with much satisfaction the establishment of the Messageries Imperiales, for increased means of communication is at all times desirable and is invariably beneficial to mercantile interests. We have now to record the fact that, at all events in the meantime, the above Company have decided not to touch at Pinang on the route from Point de Galle to Singapore. We believe the reason alleged for having come to this decision is, that the amount of tax that would accrue to the Company would not compensate for the increased length of the route, as well as the increased expense of the detention caused by calling at Pinang.

In the Itinerair issued by the Company the increase in length of the route from Point de Galle to Singapore via Pinang is shewn to be 90 miles. We understand the more correct difference is about 50 miles in favour of the direct route to Singapore. As after all the main question for the Company to decide upon is: Will it pay? we must leave to other hands the task of inducing the Company to call at Pinang. We are not aware whether the P. & O. Company find themselves reimbursed for the expense incurred by calling at Pinang, the subsidy paid by Government for transmission of the mails will of course tend to avert any loss, or at all events is intended to do so. The calculations of any Company undertaking the carrying of the mails, will of course be based upon the fact, or likelihood, of the profits from some ports, more than counterbalancing the losses at others. There is only one consideration that leaves us a hope that the Messageries Imperiales will find it convenient to call at Pinang and that is, the chance of their requiring to take in an additional supply of coal for the voyage to and from Point de Galle and Singapore. At certain seasons of the year, the monsoon being unfavourable, the voyage across the Bay of Bengal is lengthened by a few days. It might at these times be desirable to take in as much coal at Pinang as had been expended on the passage from Singapore. This seems to us the only chance we have of our being favoured by the presence of this company's steamers in the absence of any correct information as to whether the calling at Pinang is profitable or not.—*Pinang Gazette, Oct.* 18.

CEYLON.

THE delay in the departure of our last Mail on account of the late arrival of the Australian steamer and the little time occupied by the powerful *Simla* coming from Calcutta, make the interval between our present and last summary, exactly the fortnight. In Colombo we have had some severe weather during this period, with glimpses of sunshine and puffs of keen land wind betokening the advent of the North East monsoon. Last night a thunder storm passed over Colombo and this morning, while we write, the rain is falling heavily. We may now count ourselves as fairly in the monsoon, and we must look for more or less rain, in bursts, until November draws near its close. Then will come, we trust, the settled fine weather, for the preparation and despatch of the largest coffee crop that has ever left Ceylon.

The following memorandum shews that our shipments of coffee during the fortnight have been considerable and that there is an increase in native kinds on the corresponding period of last year:—

	Plantation.	*Native.*	*Total.*
4 Ships for London with:—cwts.	15,469	5,876	21,345
Total Shipments to 28th October 1862.....	24,144	12,634	36,778
do. do. 1861.....	27,878	5,068	32,946
cwts.	3,734	7,566	3,832
	Decrease.	*Increase.*	*Increase.*

We append the usual "Distribution" memorandum, although, as yet all our coffee exported has gone to London:—

DISTRIBUTION OF COFFEE CROP EXPORTED FROM CEYLON, FROM 1ST TO 28TH OCT. 1862.

	Plantation.	*Native.*	*Total.*
London ..... cwts.	24,144	12,634	36,778

We are as yet unable to give the promised table of shipments for the season ended 10th October, but we hope to include it in our next. As high as fourteen shillings per bushel of parchment—plantation coffee—is offered just now in Colombo for immediate delivery. A demand from Australia seems to be the direct cause of this high price, besides the stock of plantation being very limited.

That the revenue of Ceylon will be able to meet all the legitimate demands on it for Railway and Road construction, the experience of the last half dozen years, justifies us in expecting. The actual revenue has invariably exceeded the estimates to a considerable extent. So that when we find our cautious Colonial Secretary estimating the ordinary revenue of 1863 at £710,850, and the result of the Pearl Fishery at £30,000 more, or £740,850 in all, our inclination is to believe that the total colonial incomings of 1863 will not fall far short of £800,000, and that there will be plenty of money for pushing on the Happootella road and other pressing works. It is not the money difficulty but the labour difficulty that is to be dreaded. Our great hope is that labour for the Railway may be drawn from sources other than those whence the Planters draw their supplies. The expenditure of 1863 is estimated at no less than £734,844, including £125,739 for Roads; £40,000 for Works and Buildings; and £38,640 for Railway liabilities. This latter sum will closely touch the amount annually derived from export duties; but in consequence of the large crop of coffee this will probably reach £45,000, instead of £40,000, in 1863. From Customs altogether, the Colonial Secretary expects £215,000. We should not be at all surprised to see the round £230,000 made up. The Customs form our most prolific source of revenue, and their elasticity is something wonderful. At present we see the spectacle at Colombo of one large rice ship after another entering the roads from Calcutta—within the last fortnight we had no less than six such ships of an aggregate tonnage of 7,309 tons from that port, loaded with rice and sundries. This is quite a resolution in the rice trade which, until quite recently, was almost entirely in the hands of the native traders, and carried on by means of small vessels, Southern India being our main source of supply. Now the larger mercantile firms find it answer to charter vessels of 1,000 to 1,400 tons to draw supplies from the rich valley of the Ganges. It is very sad, no doubt, in the eyes of a certain class of political economists that Ceylon should thus import her main article of food, and raise a large amount of revenue by a tax on grain. But really, if Ceylon finds that she can more profitably grow coffee than rice, she is right in devoting her energies to coffee. And if revenue *must* be raised for the benefit of *all* interests, and if a tax on grain is easily collected and willingly paid—more easily and willingly than a novel tax would be, even if more just in the abstract—then there is something to be said *for* the rice tax, and *against* the theories of those who are given to change. If the Railway goes on, we shall want still larger supplies of rice from abroad, and if the revenue, as Mr. Gibson in his financial speech anticipated, will rise accordingly. We have little doubt now, that the Railway *will* go on. It is occasionally urged against it that a large proportion of the coffee estates in Ceylon are still heavily mortgaged. But, certainly, if the present prices of coffee do not help the planters out of their difficulties and enable them to see their way clear to that higher cultivation, which a Railway by the carriage of manures, would so materially aid, the pursuit can never pay under any circumstances.

A statement received, shews that in the Customs revenue collected in Jaffnapatam Island for the first nine months of the current year, there is a decrease of £21,688 as compared with the same period of 1861—all the provinces contribute to this decrease except the Southern, which still shews a balance of £3,695 in favor of 1862. We suspect the returns for October will be more favourable, and still the collections exceed, the estimates.

Since our last the Legislative Council has disposed of the Supplementary Supply Bill and of £46,000 under its provision. The other legislation, on the registration of births, marriages and deaths, and on the cemetery Bills, has lagged, as if it waited for the arrival of the Anglican Bishop of Colombo and the Romish Bishop of Jaffna, who reached the colony almost simultaneously. The one brought his family with him. The other headed an importation of nuns, for the establishment of a convent —oh! no, we beg Padre Bonjean's pardon—a *Convent-School*. Bishop Claughton landed from the *Windsor Castle* on the 25th instant, and is to be "enthroned (whatever that rather grand word may mean) on Saturday next. From all we hear, Bishop Claughton belongs to what is called the "Broad Church" section of the Church of England, with a strong leaning to the "Evangelicals" in doctrine. Though we belong not to his communion, and think it hard that we and others should be compelled to pay for heirarchical institution which we do not want, we are yet able to welcome the new Bishop to our shores as a minister of the Gospel and in this capacity to wish him all possible success. We have shewn him that, however favorably Ceylon may compare with continental India in progress towards Christianity, we have yet but little to boast of, while out of two millions of population, not more than 150,000 make any profession of Christianity; and out of this fragment, less than 50,000 belong to the various Protestant denominations. The Episcopalians proper, over whom the Bishop has been sent to rule are under 20,000 or less than a hundredth part of the inhabitants of Ceylon. The very anomaly of his position—the paucity of adherents to his Church, ought, we think, not only to render Bishop Claughton more zealous in his own sphere, but more liberal and kindly beyond it. It is plain that the *united* efforts of all evangelical Protestants are needed not only for attack on the bulwarks of Heathenism and Buddhist Atheism, but to stem the rush of Romanism over the land.

The health of the country is on the whole good; at least we hear of no further ravages of epidemics, cholera or small-pox, which seem to have subsided; but the wet and damp is always more or less unfavourable and colds, coughs, &c. are very prevalent—particulary amongst children.

The further additions to the Relief Fund raised here for the benefit of the distressed operatives in Great Britain, bring up the total amount remitted to date, to the sum of £957 14 4*d.*

The Rev. S. Hobbs (of the Cooly Mission) and family are among the passengers by this steamer.—*Colombo Overland, Observer Oct.* 31.

THE WORD "ONLY."

(*From the "Athenæum," 27th Sept.*)

THE word is Saxon, *ænlic*, "one-like," and is used, legitimately, by Dryden in the line,—

And, to be loved himself, needs only to be known.

—A careless writer of our own day would have said,—

And, to be loved himself, only needs to be known.

—We do not know that we are always free from this vice ourselves; and we propose the brief jottings which we shall now submit from our contemporaries as hints to our own writers no less than to theirs. There can be no doubt of a flaw in each of these following sentences:—"The booksellers *only* keep religious works." *Quarterly Review.*—"In the Vatican a student can *only* obtain access to a MS. by stating its number; but the number is only to be discovered from the Catalogue which he is not allowed to consult." *Edinburgh Review.*—"The fiction that order and authority in Northern and Central Italy can *only* be maintained by the aid of a foreign despotism is now exploded." . . . "He was *only* converted two years ago, and within two years he has contrived to put himself in one of the most prominent, and picturesque positions ever imagined." . . "The history of his previous life was certainly not known in a satisfactory manner, for he appears *only* to have come on board the ship on the 28th of July last, and on the 21st of August he committed the crime for which he was condemned." *Times.*—"Addington has *only* been the country seat of the Archbishops of Canterbury since 1807." *Post.*—We might multiply examples to a large extent; but a hint on such a subject will be better than a treatise.

Auction Announcements.

DINSHAW HORMUSJEE & CO.

"BRITISH HOTEL."

AN AUCTION SALE AT BRITISH HOTEL, FORT.

By order of the Proprietors, Pestonjee Soraljee & Co.

On THURSDAY, the 20th, FRIDAY, the 21st, and SATURDAY, the 22nd instant, (and if necessary, following days. Messrs. DINSHAW HORMUSJEE and Co., have received instructions to submit to sale by Public Auction, the whole of the "British Hotel" Furniture, Plate, Plated Glass, and Porcelain Ware, Two Mahogany Thurston's Slate Billiard Tables, with Balls, Cues, &c., with Two Bronze 4 Light Revolving Lamps, Carved Furniture, such as Sets of Dining and Breakfast Tables, Camp and Circular Tables, Conversation Half-backed Sofa, and Reclining Couches, Arm and "Prediew" Chairs, Pier Tables, Teapoys, Card Boards, Hanging Argand Lamps with Drops, an Eight Day Clock by *James French*, Royal Exchange, London, Engravings in Frames, Square Pianoforte, Screens, Wall-Shades, and Globe Lamps, Oil Floor Carpets, Sets of Plated Dishcovers, several pairs of Hot Water, and Vegetable Dishes, Ice Pails, Soup Tureens, Tea sets, Double, Single, and Chamber Candlesticks, Cruet, Pickle, and Egg-frames, Waiters, Bottle Stands, &c., Dinner and Breakfast Sets, Sets of Knives and Forks, Silverware in Sets, Table Linen, Copper Cooking Utensils, and Dispense Articles, Gold and Silver Watches, Gold Mohore Bracelets, and &c.

AT 1 P.M.

One Shigram, with Bay Horse, and Harness.
One Shigram, with Chesnut Horse and Harness.
One Old Buggy, and Harness, &c.

Catalogues of full particulars will be published, and the property will be on view from Sunday, the 16th instant.

FOR SALE ON COMMISSION.

New Cottage Pianofortes.

Two new Cottage Pianofortes in Rosswood case, by "W. Bowman," 6⅔ octaves, with Metallic Spring Plates, and all recent improvements, &c.

Lewis's best Crown Sherry. Rs. 16 to close an account.

DINSHAW HORMUSJEE & Co.
No. 10, Forbes Street, Bombay, 10th Nov. 1862.

MESSRS. FRANCIS & CO.

EXTENSIVE AND UNRESERVED SALE OF VALUABLE JEWELLERY, AND WATCHES.

On account of Messrs. Favre Brothers, who are closing their account in Bombay.

TO-MORROW TUESDAY, the 11th inst., at 12 o'clock Messrs. FRANCIS & Co. will sell without reserve, Gold Watches, Self Winding do., Ladies do. set with Diamonds, Basket shape Silver, Silver Gilt and other Watches, Ear-rings set in Coral, Brooches, Pins, Studs, and Gold Neck and Albert Chains, Rings, &c.

The attention of gentlemen is requested, as there will be found articles of the newest designs.

AT HALF-PAST 1 P.M.

400 Pieces White Figured Muslins.
A few Pieces of Jacconets and White Woollen Cloth, Saddles with Martingale Bridle, Cloth and Stirrups Complete, Argand Lamps, Chandeliers, Perrier Fils Champagne in quarts and pints, Beer in quarts, Morocco Leather Purses, &c. &c.

FOR SALE ON COMMISSION.

A CASE OF MILLINERY, consisting of various descriptions of Muslin and Lace Shawls, Mantillas, &c.

A lot of Saddlery, by MacNaghten of Glasgow, containing single Harness, Driving Reins, Double Bridles, Hogskin Saddles, Gents' Switches, Extra Girths, Brushes, &c. &c.

Cordage, about 80 Coils Hemp Rope, Plated Ware, Cruet Frames, Tea Sets &c., Several Coils of Wire Netting, suitable for Garden enclosures.

Few good Gold and Silver Geneva Watches, 8 Pieces of Venetian Carriage Linings, Oil Carpets, for Floor and Stair cases.

St. Estephe Claret, Champagne in pints and Gin in cases of 15 flasks.

Superior Hair Oil in large and small bottles at Rs. 9 and Rs. 6 per dozen.

N. B.—Messrs. Ritchie, Steuart & Co. have kindly permitted us to state that reference may be made to them.

FRANCIS & Co.
Forbes Street, Bombay, 10th November 1862.

CRAWFORD & CO.

SALE OF BROACH COTTON.

THIS DAY, MONDAY the 10th instant, at 3 P.M. Messrs. CRAWFORD and Co. are instructed to submit to Public Auction at the Cotton Depot of Byramshaw Dhunjeebhoy on account and at the risk of Messrs. Souza, Pluto and Co. the first purchasers, by order of the abovenamed Byramshaw Dhunjeebhoy.

190 Bales weighing about 101 Candies Broach Cotton Surveyed and approved by Messrs. W. Nicol & Co.

THIS DAY, MONDAY, the 10th instant, Messrs. CRAWFORD & Co., will sell by Public Auction at their Rooms.

200 Pieces Grey Shirtings.
200 " " Longcloth.
400 " " T. Cloth.
1 Case Lady's Woollen Cloth.
6 " T. Red Prints.
1 " T. Red Scarf.
5 " Mudaer Handkerchiefs.
10 " Black and White Prints.
7 " Orange Prints.
A few Bales Orange Twist.
2 Bales T. Red Twist.
On account of whom it may concern.
19 Bales Grey T. Cloth 7lb.

GLASS WARE.

2 Casks Moulded Goblets.
1 " ditto Finger Basins.
1 " ditto Wine Glasses.
1 " ditto Tumblers.

A small but well selected Invoice of
ELECTRO PLATED WARE,
Comprising Tea and Coffee Services of fine design, Toast Racks, Bread Baskets, Egg Stands, Pickle and Cruet Frames, Curry Dishes, Waiters, Butter Pots, Beer Mugs, Muffineers, Table Spoons and Forks, Dessert Spoons and Forks, Tea Spoons Sauce Ladles, Sugar Jars on Stands, Dressing and Cheval Glasses, Treasury Chests, a Mahogany Square Piano by "Broadwood," an Harmonium, Single Barrell Rifle, Pistols, Swords, Spears, Tool Chests, an Eight Day Clock by Maurice, a Fifteen Day Clock with Music, Argand and Globe Lamps, Pictures, Table Ornaments, Bijouteri Figures, valuable Shells, Dispense Furniture, Writing Tables, Benches, Electric Machines, Air Pumps, Microscopes, Telescopes, Maps, Book Shelves, Book Cases, and 600 Lots of valuable Books on Science, Literature and Art, and several other things.

AT 1 P.M.

On the first day of Sale a nearly new light English-built Phaeton, adapted for either one horse or a pair.

A light Shigram in thorough repair, single and double Harness, Saddles, &c. &c.

Catalogues with full particulars will be published, and the property will be on view four days previous to the day of sale.

FOR SALE ON COMMISSION.

CABOOSES, Capable to Cook for 200 hands.
BLOCKS—*Single, double and treble* with patent bushed sheaves and iron bindings, sizes 6 to 16 inches.
SHEAVES Assorted, 3½ to 10 inches.
DECKPIPES, Flange and Swan neck.
CHAINS best short linked from ⅜ to 1¼.
WINCHES—Double purchase Jumpers, Deck ditto ditto iron ends for Warping.
STEEL. Blister and rough Edge Spring.
GLASS, Plate, 10 by 8, 9 by 7, 8 by 6, 7 by 5, 6 by 4.

NEW CARRIAGES.

Just landed ex-Chariot and Caduceus.

A handsome Albert Phaeton, painted lake, relieved with white, fitted with Shafts and Pole, a very fashionable Carriage.

A Prince's Pattern Park Phaeton with all the latest improvements built of the best materials.

N. B.—The above Carriages are made of the best materials by Messrs. Jno. Barton & Sons.

A Shigram with Bay Horse and Harness.

SCREW JACKS,
To lift six tons, with extra lifts—Haley's Patent.

WINES.

Good Port Wine ..... Rs. 18 per dozen.
Good Sherry ..... " 18 per doz.
English-bottled Beer ..... " 4 "
Sound Bombay bottled Allsopp's Beer, in Quarts and Pints, Rs. 4 and 2-12 respectively.

CRAWFORD & Co.
No. 3, Marine Street, Bombay, 10th Nov. 1862.

TO LETTER PRESS PRINTERS, AND OTHERS, —FOR IMMEDIATE SALE.—DOUBLE ROYAL COLUMBIAN PRESSES, in first-rate order.

Wrought Iron Cylindrical Ink Tables.
Brass Column and Heading Rules.
2,000 lbs. Small Pica, second-hand, but in good condition.
Ink, Red and Green.
For Terms, &c., apply to the Manager of *Bombay Gazette.*

PIANOFORTE WAREHOUSE.—The undersigned have the pleasure to announce the safe arrival, in excellent condition, of several consignments of PIANOFORTES per ships *Talbot* and *Glorioana*. These instruments are universally admired both for their great superiority of tone and handsome exterior. They are manufactured by *Schroder*, of Hamburg, (strongly secured for India) with the extreme compass of 7 Octaves, have all the most recent improvements and are confidently recommended to the notice of the Public.

McCOMBIE & WRIGHT,
Wholesale General Dealers,
No. 1, Church Gate Street.

GREAT INDIAN PENINSULA RAILWAY.

[From 27th October 1862, and until further notice.]

TIME TABLE,

HOWING THE TIME ABOUT WHICH THE TRAINS MAY BE EXPECTED TO ARRIVE AT, AND DEPART FROM, THE SEVERAL STATIONS.

NOTICE.—Bombay time is kept at all Stations on the Railway. The Doors of the Booking Offices will be closed five minutes earlier than the times mentioned in the following Tables, after which no person can be admitted. To insure personal Luggage being booked to be forwarded by Passenger Trains, it must be delivered at the Stations at least fifteen minutes earlier than the times mentioned.

DOWN TRAINS.

Distances.	Miles.	STATIONS.	Wk. days & Sundays	Wk. days & Sundays	Week days only.	Week days only.	Week days only.	Week days only.	Week days only.	Week days only.	Sundays only.	Sundays only.	Sundays only.	Sundays only.
			A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.		P.M.
		BOMBAY ..... Dep.	9 0	9 0	7 45	8 0	2 30	5 25	5 35	8 45	10 0	...		2 30
2½		Byculla ..... "	9 22	9 20	8 0	8 22	2 45	5 37	5 55	9 0	10 22	...		2 45
6½		Dadur ..... "	...	...	8 13	8 35	...	5 45	...	9 13	...	...		2 56
8		MAHIM ..... Arr.	...	...	8 22	...	...	6 0	...	9 22	...	...		3 10
9½		COORLA ..... Dep.	9 45	9 38	...	8 50	...	...	6 20	...	10 45	...		
16½		Bhandoop ..... "	...	...	...	9 15	...	...	6 50	...	11 12	...		
20½		Tannah ..... "	10 27	10 10	...	9 33	3 31	...	7 39	...	11 30	...		
33½		CALLIAN ..... Arr.	11 5	10 43	...	10 10	4 5	...	8 15	...	12 5	...		
		CALLIAN ..... Dep.	...	10 55	...	10 13	...	...	...	...	...	...		
40		Titwalla ..... "	...	11 20	...	10 40	...	...	...	...	...	...		
49½		Wassind ..... "	...	11 50	...	11 15	...	...	...	...	...	...		
53½		Shapoor ..... "	...	12 3	...	11 35	...	...	...	...	...	...		
65½		Khurdee ..... "	...	12 45	...	12 20	...	...	...	...	...	...		
75		KUSSARAH ..... Arr.	...	1 20	...	12 50	...	...	...	...	...	...		

THULL GHAUT 11¼ MILES.

		EGUTTOOBA ... Dep.	...	6 30	...	P.M. 6 0	...	...	...	...	...	...	...	...
90½		Nandore ..... "	...	7 20	...	...	...	...	...	...	...	...	...	...
106½		Deolalee for Nassick ... "	...	8 10	...	7 20	...	...	...	...	...	...	...	...
126		Niphar ..... "	...	9 15	...	...	...	...	...	...	...	...	...	...
136½		Lassulgaum ... "	...	9 50	...	...	...	...	...	...	...	...	...	...
152		Munmar ..... "	...	10 40	...	...	...	...	...	...	...	...	...	...
167½		Nandgaum ... "	...	11 45	...	...	...	...	...	...	...	...	...	...
193½		Chalisgaum ... "	...	1 25	...	...	...	...	...	...	...	...	...	...
205½		Kajgaum ..... "	...	2 35	...	...	...	...	...	...	...	...	...	...
221½		Pachora ..... "	...	3 35	...	...	...	...	...	...	...	...	...	...
237½		Mussawud ..... "	...	4 40	...	...	...	...	...	...	...	...	...	...
250½		JULGAUM ..... Arr.	...	5 30	...	...	...	...	...	...	...	...	...	...
		CALLIAN ..... Dep.	A.M. 11 12	P.M. 10 50	...	...	4 10	...	...	...	...	...	...	...
41½		Badlapoor ..... "	11 40	11 15	...	...	...	...	...	...	...	...	...	...
53½		Narel ..... "	12 25	12 0	...	...	5 5	...	...	...	...	...	...	...
66½		Tillowlee ..... "	1 3	...	...	...	...	...	...	...	...	...	...	...
71		CAMPOOLEE ... Arr.	1 15	12 45	...	...	5 50	...	...	...	...	...	...	...

BHORE GHAUT 6 MILES.

Miles.	STATIONS.	Wk. days & Sundays	Wk. days & Sundays	Week days only.	Week days only.	Week days only.	Week days only.	Week days only.	Week days only.	Sundays only.	Sundays only.	Sundays only.	Sundays only.
		P.M.	A.M.			P.M.							
73½	KHANDALLA ... Dep.	4 15	4 0	...	...	8 20	...	...	...	...	...	...	...
83	Lanowlee ..... "	4 35	4 20	...	...	8 40	...	...	...	...	...	...	...
91½	Kirkulla ..... "	5 0	...	...	...	...	...	...	...	...	...	...	...
109	Tulligaum ..... "	5 35	...	...	...	...	...	...	...	...	...	...	...
122½	Kirkee ..... "	6 25	6 15	...	...	10 10	...	...	...	...	...	...	...
	POONA ..... Arr.	6 40	6 25	...	...	10 20	...	...	...	...	...	...	...
	POONA ..... Dep.	...	7 30	...	...	...	...	...	...	...	...	...	...
130½	Ooroolee ..... "	...	8 27	...	...	...	...	...	...	...	...	...	...
146½	Kheirgaum ... "	...	9 20	...	...	...	...	...	...	...	...	...	...
132½	Patus ..... "	...	9 42	...	...	...	...	...	...	...	...	...	...
177	Decksal ..... "	...	11 5	...	...	...	...	...	...	...	...	...	...
188½	Poomulwaree ... "	...	11 40	...	...	...	...	...	...	...	...	...	...
206½	Jehwoor ..... "	...	12 38	...	...	...	...	...	...	...	...	...	...
216½	Keim ..... "	...	1 10	...	...	...	...	...	...	...	...	...	...
227½	Barsee Road ... "	...	1 50	...	...	...	...	...	...	...	...	...	...
237½	Mursoh ..... "	...	2 25	...	...	...	...	...	...	...	...	...	...
255½	Mohol ..... "	...	3 25	...	...	...	...	...	...	...	...	...	...
276½	SHOLAPORE ..... Arr.	...	4 30	...	...	...	...	...	...	...	...	...	...

UP TRAINS.

Distances.	Miles.	STATIONS.	Wk. days & Sundays	Wk. days & Sundays	Week days only.	Week days only.	Week days only.	Week days only.	Sundays only.	Sundays only.	Sundays only.	Sundays only.
			Noon.									
		SHOLAPORE ..... Dep.	12 15	...	...	...	...	...	...	...	...	...
20½		Mohol ..... "	1 28	...	...	...	...	...	...	...	...	...
39		Macheh ..... "	2 26	...	...	...	...	...	...	...	...	...
45½		Barsee Road ... "	2 2	...	...	...	...	...	...	...	...	...
60		Keim ..... "	3 30	...	...	...	...	...	...	...	...	...
70		Jehwoor ..... "	4 11	...	...	...	...	...	...	...	...	...
87½		Poomulwaree ... "	5 7	...	...	...	...	...	...	...	...	...
99½		Decksal ..... "	5 49	...	...	...	...	...	...	...	...	...
123½		Patus ..... "	7 3	...	...	...	...	...	...	...	...	...
130		Kheirgaum ... "	7 27	...	...	...	...	...	...	...	...	...
146		Ooroolee ..... "	8 20	...	...	...	...	...	...	...	...	...
163½		POONA ..... Arr.	9 10	...	...	...	...	...	...	...	...	...
		POONA ..... Dep.	P.M. 9 50	A.M. 9 0	2 30	...	...	...	...	...	...	...
167½		Kirkee ..... "	10 5	9 20	2 50	...	...	...	...	...	...	...
184½		Tulligaum ..... "	...	10 20	3 40	...	...	...	...	...	...	...
194½		Kirkulla ..... "	...	10 55	...	...	...	...	...	...	...	...
202½		Lanowlee ..... "	11 58	11 23	4 40	...	...	...	...	...	...	...
205½		KHANDALLA ..... Arr.	12 8	11 38	4 55	...	...	...	...	...	...	...

BHORE GHAUT 6 MILES.

	STATIONS.	Wk. days & Sundays	Wk. days & Sundays	Week days only.	Week days only.	Week days only.	Week days only.	Week days only.	Week days only.	Sundays only.	Sundays only.	Sundays only.	Sundays only.
		A.M.	P.M.	P.M.									
	CAMPOOLEE ..... Dep.	3 15	2 0	7 10	...	...	...	...	...	...	...	...	...
209½	Tillowlee ..... "	...	2 15	...	...	...	...	...	...	...	...	...	...
223½	Narel ..... "	4 10	3 5	7 54	...	...	...	...	...	...	...	...	...
234½	Bad